

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE,
A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 36.

SATURDAY, JUNE 9, 1883.

NO. 937.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is published in New York every Saturday morning.

Entered at the Post Office, New York, N. Y., as second-class mail matter.

TERMS OF SUBSCRIPTION—PAYABLE IN ADVANCE:

For One Year (including postage).....	\$12 20.
For Six Months do.....	6 10.
Annual subscription in London (including postage).....	\$2 7s.
Six mos. do do.....	1 8s.

Subscriptions will be continued until ordered stopped by a written order, or at the publication office. The Publishers cannot be responsible for remittances unless made by Drafts or Post-Office Money Orders.

Liverpool Office.

The office of the CHRONICLE in Liverpool is at No. 5 Brown's Buildings, where subscriptions and advertisements will be taken at the regular rates, and single copies of the paper supplied at 1s. each.

A neat file cover is furnished at 50 cents; postage on the same is 18 cents. Volumes bound for subscribers at \$1 00.

WILLIAM B. DANA, } WILLIAM B. DANA & CO., Publishers.
JOHN G. FLOYD. } 79 & 81 William Street, NEW YORK.
POST OFFICE BOX 958.

GOVERNMENT REVENUE AND BOND CALLS.

There is no financial question affecting so great interests about which so little is clearly understood, as the Government's surplus revenue. To be sure, the Treasury Department publishes full monthly statements, and in them gives many useful statistics, but the figures are so involved through the fictions of book-keeping, that very few gain from them any definite idea of the actual change the Government balance is undergoing. It may be growing larger month by month, or it may be growing smaller, and yet one unfamiliar with the mode of keeping the accounts, will draw a conclusion the opposite of the truth. As for instance, from October 1882 to February 1883, among the cash items or assets were included all bonds paid prior to the maturity of the call, and consequently the apparent balance was just so much greater than the actual balance. This was good book-keeping, but it misled the average reader, for when all the calls were matured and all these paid bonds were marked off, it was suddenly seen that instead of a balance of 140 millions, as the monthly report stated it, the Government was only carrying about 120 millions.

We call attention to this now, because from the little items we see published from time to time, the public appears

to be again in danger of being led astray by the current figures. In fact, there seems to be a general concurrence in the idea that Government revenues are very small, its disbursements very large, its balance hardly sustained and bond calls never likely to be resumed. And yet, up to this time, no such conclusions are warranted. Of course, we all know that the revenues have fallen off, but to no greater extent than was anticipated. In our last article on this subject (CHRONICLE April 7, page 378,) we summed up this feature of the question by estimating that the "net" loss in the revenue this fiscal year compared with the "fiscal year ending with July 1, 1882, would be at least "8½ millions, and bring the actual total receipts down to "say \$395,000,000 against \$403,525,250 last year." Judging from the statement up to June 1st, it looks as if the loss was to be no greater than we at that time stated it, and in fact as if the actual figures were coming out marvellously near our estimate. To illustrate this, we give the following, showing the Government receipts from all sources in May and since July 1st for the two years, leaving therefore only one month more to be added.

Government Receipts from—	1882-83.		1881-82.	
	For May.	Since July 1.	For May.	Since July 1.
Customs.....	\$ 13,537,112 33	\$ 192,932,390 37	\$ 18,197,754 23	\$ 202,880,080 09
Internal revenue.....	15,980,298 86	133,710,962 94	15,504,310 31	133,322,532 43
Miscellaneous sources.....	1,922,183 89	39,738,054 21	2,430,016 94	34,342,681 63
Total receipts.....	\$1,439,593 51	\$63,371,413 52	\$3,124,081 48	\$370,545,353 19

The reader will see from the foregoing that if the June revenue equals the actual given above for May, the total for the year will only be \$200,000 short of our estimate of 395 millions. Hence it appears that there is nothing which was unanticipated in the current falling off in the receipts.

Nor is there any unfavorable change which was unexpected in the disbursements; that is to say, the disbursements have been no larger than our estimate, in fact they have thus far been even less. Hence the impression that bond calls have ceased because the net revenue has not been sufficient, or that their suspension now furnishes reason for anticipating no calls next year, is evidently erroneous, quite the contrary conclusion being the correct one. The simple truth is, that instead of making bond calls, the Government is engaged accumulating surplus, and is doing so, as we shall show, much faster than is generally supposed. This new policy the Secretary has probably adopted because previously he had reduced his balance below the level of the months prior to this fiscal year, and because the changes in the tax laws, the remainder of which go into operation on the first of July, introduce some uncertainty as to the volume of the revenue after that date. In view of these facts, a suspension of bond calls seems very proper; but it should be remembered that the accumulation of surplus is

still in progress, and is already amply sufficient to provide for another call had not the plan of carrying a very much larger balance been adopted.

We think, however, that the extent to which this change of policy has been carried, and the consequent accumulations in the Treasury during late months, will probably surprise most readers who have not investigated the matter. In the first place, even the stated balance has largely increased. On the first of January it had been reduced—less called bonds redeemed but not matured—to 111½ millions. On June 1st it had grown to 129½ millions, or an addition of 18 millions during the five months, besides paying off about 23 million dollars—we have not now the precise figures*—on account of bonds called and matured since January 1st.

But, in addition to this accumulation, there are items in the Treasury statement which, before striking the balance for each month, are set down as liabilities, though they are in no sense liabilities, one of which since the first of January has been enormously increased. We refer to the balances placed to the credit of disbursing officers, or, as the item is called in the Treasury statement, "Disbursing officers' balances." The sum in each monthly exhibit placed opposite that head is a matter of book-keeping purely, and is as much a part of the Government balance as the so-called "balance" itself. The Government owes the departments nothing at all; and to the ordinary mind a more simple plan would seem to be to let the general balance include this "Disbursing officers' balances," thus displaying in one total the entire amount held by the Treasury for all purposes. But still, the present mode of keeping the accounts has long been pursued.

Now it will be readily seen that if the amount of disbursing officers' balances were constant—that is always the same, or even nearly so, as it formerly was—this book-keeping arrangement would be unimportant; but just as soon as that item begins to vary from month to month, an element of uncertainty or mystery as to the surplus revenue is introduced, which the reader can solve only through an investigation or a comparison with previous returns. As we have already stated, there has been since the first of January just such an increase in progress. We are not raising any inquiry now with regard to the reason why this has been done—it is the simple fact we have to deal with at present. And for the purpose of showing how unusually large the sum has become, we give the following statement of the item in question, taken from each Treasury statement since January, 1879.

BALANCES TO THE CREDIT OF DISBURSING OFFICERS.

	1879.	1880.	1881.	1882.	1883.
Jan. 1.....	\$.....	\$22,240,727	\$19,894,984	\$22,521,325	\$25,527,439
Feb. 1.....	14,973,135	19,034,893	19,919,149	22,157,080	22,434,123
Mar. 1.....	15,194,062	21,051,561	18,906,122	24,786,551	26,027,800
April 1.....	16,097,674	19,108,577	20,552,063	24,207,044	23,021,435
May 1.....	14,637,216	17,863,337	19,417,744	21,137,645	31,273,992
June 1.....	18,028,258	15,616,032	20,030,294	23,010,180	40,050,192
July 1.....	18,243,445	17,554,649	16,330,378	20,768,013	.....
Aug. 1.....	20,769,820	19,508,948	21,283,338	26,104,350	.....
Sept. 1.....	22,871,244	22,257,030	23,971,652	27,370,629	.....
Oct. 1.....	25,784,280	21,849,909	22,278,303	27,324,855	.....
Nov. 1.....	20,776,646	22,769,917	23,023,874	26,905,313	.....
Dec. 1.....	19,419,170	20,084,034	23,653,443	30,506,469	.....

These figures show an addition to this single item since the first of January of 14½ millions, and further, they show that the item is now largely in excess of any previous year. The important point, however, is that the above 14½ millions and the 18 millions in the general balance before mentioned, together with the 23 millions paid since January 1st on account of called bonds, being a total of 55½ millions, has all of it been accumulated since the first of

* The last call for 15 millions, issued January 31, and about 8 millions under other calls which had not matured January 1st.

January—that is, represents the surplus revenue since January 1st, or more than 11 millions a month.

Do these figures lend any support to the idea that we are to have no more bond calls? Are they not rather an indication that such calls are not likely to be delayed long after the opening of the new fiscal year?

THE FINANCIAL SITUATION.

With continued warm, forcing weather, the agricultural question has this week passed beyond the power of speculative circles. A temperature among the nineties, with occasional showers, are evidently not conditions favorable for the growth of skeptical views respecting crop development. It is still likely that the harvest will be late, but though late, there is every reason, according to the present outlook, for believing that it will be abundant.

Recently the weather in Europe, and especially in Great Britain, has also been very favorable, while the continued flow of grain from miscellaneous sources to England and the Continent—the amount of wheat reported afloat on the 7th inst. being still 21 million bushels—has further helped to make the prospect gloomy for our breadstuffs speculators. No result, therefore, but harm to ourselves can come from ignoring the fact, so patent now, that a shortage of wheat in Europe this summer is not among the probabilities. Accumulations in their leading markets are already so large and America has just at present so much competition in foreign markets in the matter of new supplies, that it is impossible for our operators to control prices. And with the prospect of good crops here this season, and a much better yield of wheat abroad than was thought possible a few weeks since, there seems every reason for free shipments from our present large and increasing visible supply.

The speculation in grain and the check it has given to the export of breadstuffs is really the basis for the strong market and higher rates for exchange which have ruled here of late. We are aware that the special strength of the past week has been attributed to manipulation by stock operators. It is very possible that some such movement has aggravated the situation, for the trade balance is so small that every new inquiry, however slight, must be quickly felt. In fact, the condition of our foreign trade at present would probably send gold abroad were it not that we are so near the period when the movement of our new crops will begin. Hence even now bills known as "futures" are being offered on the market, drawn in the expectation of covering them with produce sixty days hence or of a renewal if they cannot so soon be covered at a profit. Such negotiations are, however, not yet freely entered into, the high rates of money in London and low rates here checking the movement. But unless there should be further disturbance in European money markets, it is thought probable that after the middle of this month, these "future" bills will become much more abundant, being drawn in anticipation of cotton exports. If this should prove to be the case, such offerings it is likely will give a downward tendency to the market for sterling, and then should our wheat and corn also begin to move again, the present condition may be quickly reversed.

In Wall Street circles a feeling of greater confidence has been very apparent. The truth is, all business interests have felt the influence of the more seasonable weather and the improving crop prospects. Railroad earnings, which we have compiled and reviewed for another month in a subsequent column, show very good results and indicate that even now the distribution of merchandise and

passenger traffic is large. The great complaint in the commercial markets has been that prices were not remunerative. Only a little addition to the demand, however, of which there seems at present to be good promise, will rectify this. In fact there is this week a decidedly more cheerful feeling in all departments of business; labor troubles also seem to be subsiding and the industrial outlook everywhere improving.

It is no surprise, therefore, that the stock market should show more buoyancy and strength than it has for a long time, and this was the more natural as there were many special causes operating in the same direction. The upward movement seemed to be inaugurated last Saturday by a start in Central New Jersey, in which there was a large uncovered short interest, the stock having been freely sold by speculators in the expectation that it would decline when the lease to the Reading had been consummated. The price however was steadily pushed upward until the leading shorts were induced to cover. The next decided movement was in Chicago Milwaukee & St. Paul. It was understood that an issue of 30,000 shares of new stock would be made and speculators for a decline felt assured that on the announcement of the issue, the property would be unfavorably influenced. Accordingly they made heavy sales of it and found to their chagrin that they were on the wrong side of the market. The movement in Central New Jersey, Reading and St. Paul naturally stimulated a rise in the general list and the advance was aided by the favorable conditions of weather, &c., which we have already mentioned. By Wednesday the speculators for a decline appear to have become thoroughly alarmed, and in seeking to cover they gave the market another impetus which carried it rapidly upward. On Thursday and Friday the Northern Pacific rose on a report that a dividend of 3 per cent on the preferred stock would shortly be declared. Union Pacific was favorably affected by the decision of the First Comptroller of the Treasury and other influences referred to below. Western Union was advanced by a rumor that arrangements had at last been made for listing the stock in London, and also that a large block of it had been sent out for delivery to a recent purchaser. The Wabashes and other South-westerns rose by reason of a covering of shorts and increased earnings.

With regard to the Union Pacific, as already stated, the rise had for its basis several facts. In the first place, it is reported that the company is making good progress in funding its floating debt, so that in the near future its ordinary operations may no longer be hampered by the disability always entailed by obligations of that sort. In the second place, the dividend declared last week is accepted as evidence of the company's continued prosperity. In the third place there was the decision of the First Comptroller of the Treasury, as stated above, he having decided this week that on railroads not subsidized by the Government, whether controlled by roads so subsidized or not, full and not half compensation must be paid by the United States for service rendered the Government. As a large proportion of the Union Pacific's total mileage is non-subsidized, this decision is of great importance to the company, though the amount involved in the particular case reviewed was only about \$2,000. Finally, fresh encouragement was derived from the company's statement of earnings and expenses for April. We referred last week to the heavy gains that had been made in net earnings in the first quarter of the year, despite a reduction in gross earnings, but the return for April gives us the figures for one month later, and emphasizes the favorable character of all of this year's exhibits. We

find that there was in April a gain of \$66,235 in gross and \$62,826 in net earnings, and that the total gain in net for the four months now aggregates \$650,728. As the net earnings last year were \$3,363,756, this is equivalent to a gain of pretty nearly 20 per cent, which must certainly be denominated as a very satisfactory ratio of increase. A noteworthy feature in the April return is that the corrected gross earnings for that month exhibit a small increase instead of a decrease of \$162,000, as the earlier statement of approximate figures made it appear.

The new stock issue of the St. Paul, if current rumor is to be believed, has all of it been taken by President Mitchell in payment of money loaned by him to the company. If that proves to be so, this three millions stock wipes out a corresponding amount of floating debt, and the company's position in this respect must be greatly improved. In our article of March 17 we showed the net floating debt to be \$4,479,536, without allowing in this for the stock of fuel and materials on hand, and after having added on \$2,650,000 for interest due the 1st of January on the company's debt. If now three millions of this should be cancelled, the floating debt remaining would be scarcely more than nominal in amount—somewhat less even than the amount of fuel and materials on hand.

In view of all the facts we have cited above, it seems that the upward movement of the stock market this week has been due to a diversity of causes, some general in their bearing, such as the weather and improving business outlook, others special, relating to particular properties, and others wholly speculative, the work simply of manipulators inducing the covering of short contracts and the temporary conversion of operators for a decline to the opposite side of the market. How far outsiders have taken part it would be difficult to say, and yet there seems but little evidence of their having purchased stocks to any considerable extent. In fact, after so many disappointments, it is not to be expected that non-professionals will take hold largely until they are assured that prices are to be maintained, and their confidence in the stability of the market is restored. As London is not likely very soon to take back the stocks it has lately sold here, and may further feed this market if there is any considerable rise, the condition there is closely watched, and may have an important bearing on the course of prices here. The following, showing relative prices in London and New York of leading stocks and bonds, indicates how closely London is following our market.

	June 4.		June 5.		June 6.		June 7.		June 8.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S. 4s. c.	119-43	119-4	119-31	119-6	119-56	119-6	119-58	119-6	119-56	119-6
U.S. 3½s.	103-28	103-4	103-03	103-4	103-03	103-4	103-03	103-4	103-03	103-4
Erie.....	35-97	36-4	35-73	35-4	35-85	35-7	35-97	36-4	36-22	36-4
2d con.	96-18	96-6	96-18	96	95-94	96	96-43	96	96-48	96-6
Ill. Cent.	145-89	145	145-89	145	144-89	145-6	144-19	145-4	144-89	145
N. Y. C.	123-84	123-4	123-10	123-4	123-35	123-4	123-10	123	123-35	123-4
Reading	27-31+	27-77+	27-77+	27-77+	28-14+	28-14+	28-84	28-84	28-63+	27-77+
Ont. W'n	26-55	26-6	26-06	26-6	26-18	26-6	26-43	26-6	26-43	26-6
St. Paul	103-52	103-6	103-28	103-6	104-26	103-6	103-28	104-4	104-26	104-6
Exch'ge. cables.	4-80¼		4-80¼		4-80¼		4-80¼		4-80¼	

* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

Money continues to rule easy at the Stock Exchange, the supply being fully equal to the inquiry. The Treasury has not been disbursing liberally, the largest payments being for pensions, but the interior movement continues to favor us. The New York Clearing-House banks, according to returns collected by us, have received from and shipped to the interior gold and currency as follows the past week.

Week Ending June 8, 1883.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$2,036,000	\$290,000	Gain.\$1,746,000
Gold.....	17,000	.....	Gain. 17,000
Total gold and legal tenders.....	\$2,053,000	\$290,000	Gain.\$1,763,000

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement our City banks have lost \$103,100 through the operations of the Sub-Treasury. Adding that item, therefore, to the above, we have the following, which should indicate the total gain to the New York Clearing-House banks of gold and currency for the week covered by the bank statement to be issued to-day.

Week Ending June 8, 1883.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$2,053,000	\$290,000	Gain.\$1,763,000
Sub-Treasury operations, net .....	.....	103,100	Loss. 103,100
Total gold and legal tenders.....	\$2,053,000	\$393,100	Gain.\$1,659,900

The Bank of England reports a gain of £329,000 bullion for the week, and an increase of $\frac{1}{3}$ of 1 per cent in the proportion of reserve to liabilities. The Bank of France shows an increase of 1,200,000 francs gold and a decrease of 825,000 francs silver for the week, and the Bank of Germany since the last report gained 5,246,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	June 7, 1883.		June 8, 1882.	
	Gold.	Silver.	Gold.	Silver.
Bank of England.....	20,826,894	.....	23,141,908	.....
Bank of France.....	40,402,422	41,978,577	37,774,210	46,317,509
Bank of Germany.....	8,654,075	24,162,225	7,353,500	22,060,500
Total this week.....	69,283,391	66,140,802	68,269,618	68,378,009
Total previous week.....	68,840,462	65,977,486	67,704,438	68,173,034

The Assay Office paid out \$200,159 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif.	Silver Cer- tificates.
June 1...	\$888,353 67	\$22,000	\$77,000	\$557,000	\$233,000
" 2...	319,818 10	12,000	5,000	223,000	80,000
" 4...	556,996 75	16,000	32,000	363,000	146,000
" 5...	455,724 81	14,000	32,000	294,000	115,000
" 6...	390,357 37	14,000	28,000	240,000	108,000
" 7...	307,582 82	14,000	11,000	226,000	54,000
Total.	\$2,918,833 52	\$92,000	\$185,000	1,908,000	\$736,000

RAILROAD EARNINGS IN MAY, AND FROM JANUARY 1 TO MAY 31.

Railroad earnings still tend upward, though of course the percentage of increase is no longer so large as it was. May, however, makes a somewhat better record than April, in this respect; but the heaviest gains come this time from the Southwest and the South, rather than from the Northwest. Our table contains fifty-nine roads, and of these thirteen record a decrease (with two exceptions, small in amount) and forty-six an increase; the net increase on the fifty-nine roads being nearly 2 million dollars, and the ratio of gain 9 1-3 per cent, against 8 per cent in April, and 17 per cent in March.

It is to be said in explanation of the large gain in the last mentioned month that there was in March an unusually heavy grain movement, which was not the case in May. On the contrary, the grain movement in May this year was in the aggregate but a trifle above that for the same month in 1882, when the total was materially less than in the corresponding period of 1881. In cotton,

however, the shipments to market continued very heavy, besides which there appears to have been in the South a pretty active general business, as a direct result of the larger cotton movement. From what we can learn general business also keeps up well in other sections of the country, though, except in isolated instances, it is of only ordinary proportions. Passenger traffic, the best guide to our industrial condition, continues very active and growing. The following table contains May earnings and mileage of all roads from which we have been able to obtain reports.

GROSS EARNINGS AND MILEAGE IN MAY.

Name of road.	Gross Earnings.			Mileage.	
	1883.	1882.	Increase or Decrease.	1883.	1882.
Burl. Ced. Rap. & No.	\$131,847	\$124,098	+7,749	690	620
Canadian Pacific.....	554,600	197,317	+357,283	1,551	591
Central Iowa.....	110,393	81,417	+28,977	241	211
Chicago & Alton.....	2,093,000	2,342,295	-249,295	2,972	3,006
Chic. & Eastern Ill.....	630,697	559,577	+70,520	847	847
Chic. & Gr. Trunk.....	127,311	146,779	-19,268	240	335
Chic. Milw. & St. Paul.	2,024,487	148,357	+72,130	333	335
Chic. & Northwest.....	2,034,000	1,627,931	+406,069	4,528	4,280
Chic. St. P. Minn. & O.	2,122,698	2,110,947	+11,751	3,580	3,285
Cin. Ind. St. L. & Ch.	446,746	402,882	+43,864	1,150	1,042
Chic. & St. L. & Ch.	137,837	131,077	+6,760	363	363
Chic. & St. L. & Ch.	44,251	43,255	+996	141	141
Deny. & Rio Grand.....	549,906	636,400	-56,600	1,281	1,062
Des Moines & Ft. D.	14,178	15,934	-1,776	138	87
Detroit Lansg. & No.	82,009	82,540	-531	225	225
Eastern.....	190,785	180,881	+9,904	283	283
East Tenn. Va. & Ga.	278,837	231,146	+47,691	1,100	900
Evansv. & T. Haute.....	41,780	43,896	-2,116	146	125
Flint & Pere Marq.....	229,664	175,113	+54,551	355	345
Grand Trunk of Can.	1,280,198	1,186,914	+93,284	2,322	2,225
Gr. Bay Win. & St. P.	35,699	30,289	+5,410	292	292
Hannibal & St. Jos.....	194,394	165,630	+28,764	292	292
Illinois Central (Ill.)...	509,200	518,653	-9,453	925	919
Do (Iowa lines).....	161,283	143,054	+18,229	402	402
Do (South. div.).....	276,733	229,621	+47,112	578	578
Ind. Bloom. & West.....	234,151	182,555	+51,596	684	544
Kan. City Ft. S. & Gulf	84,333	71,192	+13,141	383	362
Lake Erie & Western.....	98,981	94,484	+4,497	385	385
Little Rock & Ft. S.	42,200	30,679	+11,521	168	168
Little Rk. M. R. & Tex.	28,516	19,732	+8,784	170	154
Long Island.....	201,776	180,714	+21,062	328	328
Louisville & Nashv.....	1,050,615	958,130	+92,485	2,071	2,028
Memphis & Char'ton.	86,388	74,007	+12,381	330	330
Milw. L. Sh. & West.....	84,803	63,938	+20,867	326	276
Missouri Pacific.....	719,501	560,907	+158,594	1,025	892
Central Branch.....	117,373	97,902	+19,471	385	385
Intern'l & Gt. No.....	266,412	262,111	+4,301	823	775
Mo. Kan. & Texas.....	575,685	480,333	+95,352	1,308	1,250
St. L. Iron Mt. & So.	558,788	519,120	+39,668	816	723
Texas & Pacific.....	496,678	421,219	+75,459	1,389	1,138
Mobile & Ohio.....	143,294	134,377	+8,917	528	528
N. Y. & New Eng'l.....	290,951	289,722	+1,229	394	394
Norfolk & Western.....	194,261	185,323	+8,938	428	428
Northern Pacific.....	775,606	616,381	+159,225	1,701	1,701
Ohio Central.....	102,870	82,855	+20,015	212	212
Ohio Southern.....	30,302	30,832	-530	128	128
Peo'ia Dec. & Evansv.*	37,829	38,533	-704	254	254
Rich. & Danville.....	\$163,600	\$124,200	+39,400	757	757
Char. Col. & Aug.*	\$19,258	\$18,325	+933	337	304
Columbia & Gr. V.*	\$15,914	\$15,919	-45	294	294
Virginia Midland.....	\$14,965	\$16,846	+8,119	358	353
West. No. Carolina	\$25,618	\$25,519	+99	199	199
St. L. & T. H. Minn.	63,207	68,616	-4,609	195	195
Do do (branches).....	59,627	70,947	-11,320	121	121
St. Louis & Cairo.....	38,096	28,643	+9,453	146	146
St. Louis & San Fran.	296,756	253,419	+43,337	725	661
St. Paul & Duluth.....	101,732	83,588	+18,150	209	194
St. Paul Minn. & Man.	727,499	878,902	-151,403	1,250	912
Wab. St. Louis & Pac	1,213,946	1,204,864	+9,082	3,518	3,343
Total.	21,497,057	19,663,731	+1,833,326	47,260	42,730

* Three weeks only of May in each year.

† For the four weeks ended May 26.

§ Freight earnings.

In point of increase the Chicago, Milwaukee & St. Paul heads the list, with an increase of over \$406,000 (but little less than in April), or 25 per cent, on mileage increased less than 10 per cent. In this respect, however, it stands almost alone among Northwestern roads, most of these lagging behind April in their gains, and certainly occupying as a whole a position inferior to that of a month ago. Thus the Burlington Cedar Rapids & Northern has a gain of only \$7,749 for the three weeks of May, against pretty nearly \$40,000 for April, and the Chicago & Northwest a gain of only \$11,000, against over \$74,000 in April, while the St. Paul Minneapolis & Manitoba has a decrease of no less than \$131,000 for May, though in April it had an increase of over \$241,000. Some of the minor roads—like the St. Paul & Duluth and the Central Iowa—make very good reports, but their gains, of course, are not very large in amount. In reference to the Manitoba road it should be said that the earnings last year in May were nothing less than extra-

ordinary. We commented upon them at the time, and called attention to the fact that the business of the road was being swelled to great proportions by the large immigration into the district which it traverses, and by the activity and expansion in all branches of trade which this immigration brought with it. To show the bearing of this on the present year's earnings, it is only necessary to state that the gain in May, 1882, was \$476,261, or 124 (1) per cent, and that, though the earnings of May, 1883, are \$131,000 below those of that year, they are \$345,000 above those of 1881.

As to the small gain again recorded by the Chicago & Northwestern road, as compared to the very large gain made by the St. Paul, it is not very difficult to offer a few explanations. In the first place, the St. Paul has, as said a month ago, a much larger mileage than the Northwest, a good part of which is only just beginning to be developed; in the second place, the Northwest in May last year had a heavier gain—\$231,000, against only \$90,000 on the St. Paul; in the third place, the St. Paul, having extended its line to Omaha last year, is now getting some of the Omaha business, so that the Northwest's percentage of the same is no longer so large as it was; and, finally, the Northwest appears to be suffering some loss of earnings from a falling off (under a decreased demand for the product) in the mineral traffic from Northern Michigan, in which falling off the St. Paul does not participate, since it does not run into that region. The Northwest, as our readers know, penetrates the Northern peninsula of Michigan by means of its Peninsula Division, and thus secures for itself the transportation of some of the ore taken from the Michigan mines. The falling off is perhaps not very important in amount of traffic, but as the Northwest presumably gets a long haul on it, the effect on earnings is quickly felt.

Excepting the Northwest and the Manitoba, none of the Northwestern roads recorded any very large gains in May a year ago, so that there must be some common reason why there is not a more marked improvement this year. Looking at the grain movement we find at least one unfavorable influence. It will be remembered that in our review for April we showed that although in the aggregate the grain movement was smaller than in April, 1882, at the Northwestern points it was large and heavier than a year ago, the falling off being entirely at other points. In May quite the reverse is true, and though St. Louis, Toledo and Peoria exhibit enlarged totals, Chicago falls materially behind 1882. This will appear from the following table of the receipts of flour and grain at the principal lake and river ports for the four weeks ended May 26, in 1883 and 1882.

RECEIPTS OF FLOUR AND GRAIN FOR FOUR WEEKS ENDED MAY 26.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Chicago—						
1883	198,493	492,190	2,783,474	2,189,423	297,661	277,969
1882	164,782	159,492	5,176,207	1,479,951	233,913	62,312
Minw kee—						
1883	292,705	623,911	164,027	234,748	254,782	62,311
1882	250,807	292,863	180,180	172,117	142,140	30,018
St. Louis—						
1883	103,899	518,237	1,648,960	571,409	73,199	15,627
1882	116,753	517,568	1,228,890	442,459	50,207	7,788
Toledo—						
1883	6,460	549,344	658,917	50,623	1,400	14,558
1882	2,575	741,431	330,501	60,871	5,550	703
Detroit—						
1883	10,538	238,316	57,304	50,081	30,193	32
1882	12,331	231,516	154,894	77,725	33,436	535
Cleveland—						
1883	11,245	109,871	97,690	61,700	10,085	1,000
1882	9,359	38,437	41,303	115,301	7,500	450
Peoria—						
1883	6,841	28,150	379,200	1,018,450	48,000	82,200
1882	6,070	19,025	576,100	395,450	55,750	75,950
Duluth—						
1883	200,700	.....	.....	.....	.....	.....
1882	8,100	135,284	.....	.....	.....	.....
Total of all—						
1883	630,181	2,760,809	5,789,482	1,179,434	715,320	453,697
1882	570,777	2,135,918	7,688,075	2,743,874	523,496	177,761
1881	658,289	3,598,041	9,014,451	1,856,874	352,244	106,795

This table shows that the total receipts of all kinds of grain (not counting flour) aggregate 13,898,742 bushels this year, against 13,274,124 bushels last year, and 17,967,405 bushels in 1881. Thus while the movement was somewhat larger than in 1882, it was considerably smaller than in 1881. Particularly noteworthy, however, is the movement at Chicago—Chicago being the great Northwestern market. Here we find that while all the items of small grain record an increase, corn shows a very heavy decrease, so that the total receipts of grain foot up only 6,040,717 bushels this year, against 7,111,875 bushels in the same period of 1882. Going back one year further, to 1881, we get total receipts still larger—namely, 7,446,743 bushels. Compared with that year, though, the falling off is not alone in corn, but in wheat and oats as well, and flour, too, shows a decrease, barley and rye exhibiting a slight gain. With a diminishing grain movement, not only last year, but again this year, it is not surprising that Northwestern roads (or at least those chiefly affected by that movement) made only relatively small additions to their May earnings in both 1882 and 1883. On the other hand, St. Louis, Toledo and Peoria all have larger grain receipts than a year ago, though even here we find a movement fully one-third less than in 1881. This will be apparent from the following table of the receipts of grain at each of these points, their total, the receipts at Chicago, and the grand aggregate of the receipts at all the lake and river ports of the West.

RECEIPTS OF GRAIN FOUR WEEKS OF MAY.

	1883.	1882.	1881.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
St. Louis.....	2,827,432	2,246,912	3,435,125
Toledo.....	1,274,842	1,139,061	2,501,873
Peoria.....	1,556,000	1,122,275	2,568,095
Total.....	5,658,274	4,508,248	8,496,033
Chicago.....	6,040,717	7,111,875	7,446,743
All points.....	13,898,742	13,274,124	17,967,405

With the improvement on last year that is here shown to have taken place at St. Louis and Peoria, we need not be surprised to find the roads carrying to those points recording handsome gains. Take, for instance, the Missouri Pacific running to St. Louis. Last year this road had a decrease somewhat less than \$30,000. This year this is not only made good, but largely improved upon, for the increase over 1882 aggregates \$158,594. Indeed, not only the Missouri Pacific, but all the roads in the Southwest, show very large gains on last year, which is particularly noteworthy from the fact that it is precisely these same Southwestern roads (barring only one or two exceptions) that made quite liberal gains in May, 1882. On the Gould Southwestern system the gain this year reaches the large aggregate of \$432,848, and of the roads embraced in it we see that the Texas & Pacific has a gain of \$75,459, after having made a gain last year of as much as \$139,435, the Kansas & Texas a gain of \$95,352 on a gain of \$86,589 in 1882, and the Iron Mountain a gain of \$39,668 on \$40,045 gained last year. But the increase is not confined to these roads. Others in the same section do fully as well. The Gulf Colorado & Santa Fe, for instance, makes a very good showing, as does also the St. Louis & San Francisco, and at the northern end even the Wabash has an increase again, having been aided no doubt by the gain in the grain receipts at St. Louis and Toledo. With some of the Southwestern roads the large cotton movement this year must also have been a favoring influence, and to Southern roads it certainly was an influence of very great importance. It will be interesting therefore to see just how this movement com-

papers at individual ports, and we give below the receipts of cotton at all the Southern outports in May this year and last.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN MAY, 1883 AND 1882.

	1883.	1882.	Difference.
Galveston.....bales.	26,084	13,296	Inc.... 12,788
Indianola, &c.	434	107	Inc.... 327
New Orleans.....	49,257	13,053	Inc.... 36,204
Mobile.....	4,578	4,931	Dec.... 353
Florida.....	148	132	Inc.... 16
Savannah.....	13,183	13,038	Inc.... 145
Brunswick, &c.	8,305	7,464	Inc.... 841
Charleston.....	687	292	Inc.... 395
Port Royal, &c.	1,569	1,303	Inc.... 266
Wilmington.....	472	274	Inc.... 198
Morehead City, &c.	31,969	17,786	Inc.... 14,183
Norfolk.....	7,906	4,771	Inc.... 3,135
West Point, &c.			
Total.....	144,592	76,449	Inc.... 68,143

The total receipts, it will be seen, are nearly double those of 1882, and they are also about 5,000 bales larger than in 1881. With two exceptions, every port has larger receipts than a year ago, but it is noticeable that Mobile and some of the South Atlantic ports—notably Savannah and Charleston—fall considerably below their totals for 1881. On the other hand, Galveston, New Orleans and Norfolk, particularly the first and last, have quite marked gains. But aside from a larger cotton movement, it is evident (from the gains in earnings which they report) that Southern roads must also have had a larger volume of miscellaneous traffic. In one of the earlier months of the year, in comparing the earnings of different roads for a series of years past, we had occasion to remark upon the small gains recorded by Southern lines as a rule, at a time when Western roads were making such gigantic strides forward. The same remark certainly will not apply to the month of May, for not only have the leading Southern lines improved upon their earnings of last year, but they have done this in the face of earnings last year which were considerably above those of 1881. Take the Louisville & Nashville, for instance. In May, 1882, this company made a gain of no less than \$129,000; yet this year we find a further gain of \$92,485. Or take the East Tennessee, whose growth is slower—in May last year this road reported earnings \$23,000 larger than in 1881, and this year it reports earnings enlarged \$47,000 more. On the Richmond & Danville system we have not the figures for 1881, but the earnings compare well with last year, on all except the South Carolina lines, which show on the Columbia & Greenville a small loss and on the Charlotte Columbia & Augusta but a small gain.

For the first five months of the year our table makes a pretty satisfactory exhibit, fifty-eight roads reporting an aggregate increase of \$9,413,173, or about 11 per cent on the earnings of 1882. The number of roads showing a decrease keeps diminishing, while, on the other hand, among those having an increase, the gain is mounting to very large figures indeed. In this particular, first position must be assigned the Chicago Milwaukee & St. Paul, whose increase for the five months aggregates as much as \$1,149,202. After the St. Paul comes the Missouri Pacific, with \$856,244 increase, and then various roads in the extreme Northwest, the South, and the Southwest. Following is our usual table, giving full particulars.

GROSS EARNINGS FROM JANUARY 1 TO MAY 31.

Name of Road.	1883.	1882.	Increase.	Decrease.
	\$	\$	\$	\$
Burl. Cedar Rap. & No.*	987,415	1,004,963		17,548
Canadian Pacific.....	1,337,502	648,845	988,657	
Central Iowa.....	484,290	445,522	38,768	
Central Pacific.....	9,372,166	9,926,866		554,700
Chicago & Alton.....	3,105,543	2,816,864	288,679	
Chic. & Eastern Illinois.	643,869	679,737		35,869
Chicago & Gr. Trunk....	1,119,979	821,175	298,804	
Chicago Milw. & St. Paul	8,667,000	7,517,798	1,149,202	
Chicago & Northwest.....	5,629,907	5,371,730	258,177	
Chic. St. P. Minn. & Omaha	1,859,974	1,833,970	26,004	
Cin. Ind. St. L. & Chic.*	899,112	933,945		34,833

Name of Road.	1883.	1882.	Increase.	Decrease.
	\$	\$	\$	\$
Cleve. Ak. & Col.....	203,886	192,290	11,596	
Denver & Rio Grande.....	2,496,900	2,580,499		83,599
Des Moines & Ft. Dodge*	107,872	141,842		33,970
Detroit Lansing & No.*	5,003	584,552		34,519
Eastern.....	1,244,469	1,126,449	118,020	
East Tenn. Va. & Ga.....	1,519,285	1,189,390	329,895	
Evansv. & T. Haute*	288,830	289,143		20,313
Flint & Pere Marquette.....	1,052,337	891,927	160,410	
Grand Tr. of Canada.....	6,715,284	6,182,645	562,639	
Green Bay Win. & St. P.*	157,695	149,350	8,365	
Hannibal & St. Joseph.....	1,001,637	787,403	214,234	
Ill. Central (Id. line).....	2,546,538	2,666,189		119,651
Do (la. leased lines).....	775,022	765,777	9,245	
Southern Division.....	1,726,876	1,349,836	377,046	
Ludiana Bloom. & West.....	1,169,938	961,569	208,369	
Lake Erie & Western.....	551,573	530,481	21,092	
Little Rock & Fort Smith	217,942	167,236	50,706	
Little Rk. M. R. & Tex.*	157,385	98,323	59,062	
Long Island.....	793,295	721,851	71,444	
Louisville & Nashville.....	5,272,944	4,905,409	367,535	
Memphis & Charleston.....	484,970	426,889	58,081	
Milw. L. Shore & West'n	338,035	337,875	160	
Missouri Pacific.....	3,556,135	2,679,891	876,244	
Central Branch.....	569,733	326,782	242,953	
Int. & Gt. North.....	1,496,519	1,229,174	267,345	
Mo. Kansas & Texas.....	2,761,101	2,191,422	569,679	
St. L. Iron Mt. & So.....	2,923,841	2,701,603	222,238	
Texas & Pacific.....	2,880,328	1,735,935	1,144,393	
Mobile & Ohio.....	810,040	742,763	67,275	
Ch. Col. & Ang.*	1,334,678	1,247,491	87,187	
Norfolk & Western.....	994,422	850,116	144,306	
Northern Pacific.....	2,721,343	1,954,699	766,644	
Ohio Central.....	396,700	375,140	21,560	
Ohio Southern.....	164,572	144,214	20,358	
Oregon Railway & Nav.....	1,882,200	1,894,704		12,504
Peoria Dec. & Evansville*	255,211	293,106		37,892
Richmond & Danville*	\$1,372,422	\$1,395,436		66,972
Col. & Greenville.....	\$320,882	\$270,891	49,991	
Col. & Greenville.....	\$313,698	\$279,133	34,565	
Virginia Midland.....	\$515,143	\$440,357	74,786	
West. Nor. Carolina.....	\$107,598	\$67,242	40,356	
St. L.A. & T. H. main line*	536,201	477,709	58,492	
Do do (branches).....	328,531	337,287		8,756
St. Louis & Cairo.....	148,953	143,939	4,954	
St. Louis & S. Francisco	1,437,055	1,272,623	164,432	
St. Paul & Duluth.....	339,707	38,808	300,899	
St. Paul Minn. & Man.....	3,148,704	2,774,616	374,088	
Total.....	97,754,447	83,341,274	10,407,346	994,173
Net increase.....			9,413,173	

* Includes three weeks only of May in each year.

† January 1 to May 26.

‡ Freight earnings only in May.

Net earnings (which are to hand to the end of April) are almost uniformly favorable if we include the first four months of the year, but when we take April alone the gains are not so general, and usually less pronounced too. The Atchison Topeka & Santa Fe statement, however, for April, is signally favorable, for with an increase of only \$1,700 in gross, net have increased \$280,518, reducing operating expenses to less than 50 per cent of earnings. On the other hand, the Chicago Burlington & Quincy augmented its gross earnings \$293,291, and yet was compelled to absorb the whole of it and \$50,174 more in increased operating expenses; for the four months, though, the road is \$828,481 ahead of 1882 in net. The Union Pacific further increased its net in April, and is now \$650,728 in advance of 1882. The Louisville & Nashville has a small decrease, and the Nashville Chattanooga & St. Louis also records a decrease, but the Norfolk & Western and the Richmond & Danville lines submit better results than a year ago. The Philadelphia & Reading's April exhibit must be characterized as very good for both the Railroad Company and the Coal & Iron Company. The Pennsylvania's figures we have already commented on in a previous issue. In the following table will be found all roads that are willing to furnish reports for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

NAME.	April.			Jan. 1 to April 30	
	Gross Earnings	Operating Expenses	Net Earnings	Gross Earnings	Net Earnings
Atch. Top. & Santa Fe.....1883	1,149,088	528,384	620,704	4,312,126	2,000,842
Do do.....1882	1,161,335	807,351	353,984	4,500,105	1,436,364
Kan. City Law. & So.....1883	112,008	60,342	51,726	445,899	218,776
Do do.....1882	88,107	40,566	27,541	294,543	134,610
Burl. Cedar Rap. & No.....1883	218,252	144,031	74,221	855,568	215,567
Do do.....1882	178,394	137,081	41,223	880,865	307,844
Central of Georgia.....1883	194,600	233,542	def38,942	1,116,300	291,254
Do do.....1882	185,712	170,384	def11,672	1,019,617	114,366
Chic. Burl. & Quincy.....1883	1,284,190	1,106,012	657,588	7,457,415	3,555,103
Do do.....1882	1,530,839	824,147	707,692	6,213,190	2,720,692
Des Moines & Ft. D.....1883	38,183	17,943	5,940	98,694	21,232
Do do.....1882	25,916	18,889	6,727	125,588	51,100
Houst. E. & W. Texas.....1883	24,884	9,403	15,391	98,037	50,363
Do do.....1882	24,131			79,922	
Louisv. & Nashv.....1883	917,450	598,578	348,872	4,222,329	1,534,600
Do do.....1882	953,603	589,662	363,911	3,947,279	1,588,366
Nash. Chat. & St. Louis.....1883	161,435	105,152	56,283	700,420	221,029
Do do.....1882	167,343	89,774	77,614	690,420	297,529

NAME.	April.			Jan. 1 to April 30.		
	Gross Earnings.	Operating Expenses.	Net Earnings.	Gross Earnings.	Operating Expenses.	Net Earnings.
Norfolk & Western.....1883	\$190,996	\$109,799	\$81,227	\$400,161	\$388,094	\$12,067
Do.....1882	171,743	104,980	66,813	664,793	654,049	10,744
Northern Central.....1883	470,335	281,741	191,794	1,099,317	687,234	412,083
Do.....1882	430,499	267,380	163,119	1,336,198	984,960	351,238
Oregon & California.....1883	67,009	54,809	8,998	277,350	42,643	234,707
Do.....1882	.....	.....	.....	.....	.....	.....
Oregon Improvement Co.....1883	312,901	193,706	119,105	1,084,716	291,710	793,006
Do.....1882	258,675	170,804	87,874	962,527	295,554	666,973
Penn. (all lines east of Pitts. & Erie).....1883	4,061,750	2,563,919	1,467,831	15,862,702	5,791,010	10,071,692
Do.....1882	3,855,859	2,539,539	1,316,311	14,418,214	4,889,000	9,529,214
Phila. & Erie.....1883	311,839	197,800	113,746	1,335,108	435,228	900,000
Do.....1882	277,351	185,092	92,259	1,042,135	377,423	664,712
Philadelphia & Reading.....1883	1,729,616	971,188	758,428	6,458,444	2,747,609	3,710,835
Do.....1882	1,703,712	1,029,634	680,078	6,113,297	2,380,609	3,732,688
Phila. & Read. C. & Iron.....1883	1,193,092	1,311,092	62,000	4,228,023	67,279	4,160,744
Do.....1882	939,994	961,733	28,261	3,794,690	168,715	3,625,975
Richmond & Danville.....1883	267,409	159,399	108,010	1,208,828	593,251	615,577
Do.....1882	296,139	210,716	85,423	1,181,258	347,418	833,840
Char. Col. & Augusta.....1883	52,954	33,023	19,931	301,724	158,983	142,741
Do.....1882	48,203	30,570	17,633	232,555	71,546	160,999
Columb. & Gr. env'le.....1883	43,092	35,734	7,358	297,305	136,778	160,527
Do.....1882	42,158	49,113	def. 6,955	203,180	70,572	132,608
Virginia Midland.....1883	125,825	77,392	48,433	400,178	170,596	229,582
Do.....1882	110,835	73,086	37,749	363,511	108,471	255,040
West. Nor. Carolina.....1883	21,794	16,000	5,794	65,580	32,241	33,339
Do.....1882	16,194	15,006	1,188	61,732	def. 3,669	58,063
Union Pacific.....1883	2,435,844	1,344,003	1,101,841	8,654,991	4,014,484	4,640,507
Do.....1882	2,369,909	1,331,196	1,038,713	8,783,842	3,583,756	5,200,086
Utah Central.....1883	91,259	45,593	45,666	396,980	205,644	191,336
Do.....1882	130,485	47,537	82,948	490,989	292,309	198,680
West Jersey.....1883	76,022	58,992	19,030	278,748	90,277	188,471
Do.....1882	69,963	42,690	27,273	246,429	101,737	144,692

NAME.	May.			Jan. 1 to May 31.		
	Gross Earnings.	Operating Expenses.	Net Earnings.	Gross Earnings.	Operating Expenses.	Net Earnings.
Oregon R'y & Nav. Co.....1883	\$427,000	\$213,800	\$213,800	\$1,882,200	\$854,900	\$1,027,300
Do.....1882	412,213	210,448	201,765	1,904,704	840,815	1,063,889

COTTON CONSUMPTION AND OVERLAND MOVEMENT TO JUNE 1.

We are able to-day to bring down our overland statement to June 1. The figures now cover the first nine months of the season.

OVERLAND MOVEMENT TO JUNE 1, 1883.

Rail shipments during May show a pretty active movement. In gross, the months' figures, however, are less than in 1881, though larger than in 1882 (being 74,635 bales this year against 58,248 bales in 1882 and 81,515 bales in 1881); but the net total is larger than for the same month of any other year in our record, being 13,933 bales in excess of May 1882, and 1,064 bales in excess of May 1881. The total net since September 1 now reaches 627,317 bales this season, against 443,152 bales last season and 498,632 bales the previous season. The details for the nine months of these three years are as follows:

OVERLAND FROM SEPTEMBER 1 TO JUNE 1.

	1882-83.	1881-82.	1880-81.
<i>Since September 1, shipped—</i>			
From St. Louis.....	428,432	359,859	364,669
Over Illinois Central.....	21,992	5,289	38,193
Over Cairo & Vincennes.....	195,046	149,405	110,755
Over the Mississippi River, above St. L.....	110,598	99,819	137,520
Over Evansville & Terre Haute.....	27,643	14,929	24,387
Over Jeffersonville Mad. & Indianapolis.....	51,185	96,399	79,170
Over Ohio & Mississippi Branch.....	58,732	22,390	39,834
Over Louisville Cincinnati & Lexington.....	50,330	99,800	39,297
Receipts at Cincinnati by Ohio River.....	44,778	54,362	53,509
Receipts at Cincinnati by Cin. Southern.....	71,346	126,132	74,929
Over other routes.....	83,051	12,416	27,965
Shipped to mills, not included above.....	10,263	15,936	13,062
Total gross overland.....	1,153,446	1,056,016	1,002,290
<i>Deduct—</i>			
Receipts overland at N.Y., Boston, &c.....	480,309	480,621	427,108
Shipments between (or South from) Western interior towns.....	15,029	5,532	11,124
<i>Shipments inland (not otherwise deducted) from—</i>			
Galveston.....	50	14,478	837
New Orleans.....	37	15,272	2,162
Mobile.....	26,003	80,369	45,514
Savannah.....	1,480	1,433	1,190
Charleston.....	754	5,287	5,736
North Carolina ports.....	2,465	9,370	9,987
Virginia ports.....	.....	.....	.....
Total to be deducted.....	526,129	612,564	503,658
Leaving total net overland.....	627,317	443,152	498,632

* This total includes shipments to Canada by rail, which since Sept. 1, 1882, amount to 35,784 bales.

RECEIPTS, EXPORTS AND SPINNERS' TAKINGS.

May also records a further increase in the receipts at the ports, the total now being 1,263,904 bales larger than for the same months of 1881-82, and 266,302 bales greater than in 1880-81, and within 58,378 bales of the total port receipts during the latter season. Galveston has now reached the position of the second cotton port of the country, her increase in receipts thus far this season being about 91½ per cent against an increase at New Orleans of 40 per cent and Norfolk 31 per cent. The exports to foreign ports during the month reach 290,501 bales, against 203,622 bales in May last season, and 272,124 bales in the previous season; the excess for the nine months over 1881-82 is 1,154,914 bales, and over 1880-81, 261,436 bales. The movement direct to the Continent compares very favorably with each of the two past seasons. Port stocks on June 1 were 37,264 bales greater, and interior stocks about 21,000 bales in excess of last season. The receipts, exports and stocks, presented in our usual form, are as follows.

Movement from Sept. 1, 1882 to June 1, 1883.	Receipts since Sept. 1, 1882.		EXPORTS SINCE SEPT. 1, 1882, TO—				Stocks June 1.
	Great Britain*	France.	Continent.	Total.			
Galveston.....	811,554	423,834	307,675	39,328	159,118	506,121	32,292
Indianola, &c.....	19,726	13,705	.....	.....	.....	.....	.....
New Orleans.....	1,627,317	1,100,325	780,882	277,362	483,826	1,492,070	146,514
Mobile.....	308,885	258,238	83,840	9,350	1,100	41,990	14,094
Florida.....	18,378	27,197	.....	.....	100	100	.....
Savannah.....	801,968	717,822	105,792	25,655	283,028	414,478	11,063
Brunswick, &c.....	5,508	6,990	.....	.....	.....	.....	.....
Charleston.....	564,415	487,745	130,781	24,775	213,025	398,581	8,979
Port Royal, &c.....	24,444	24,363	299	.....	2,990	3,280	.....
Wilmington.....	129,692	134,390	53,172	.....	4,500	57,762	1,889
Morehead C. &c.....	19,191	28,503	.....	.....	.....	.....	.....
Norfolk.....	785,187	599,500	341,236	.....	28,985	370,231	28,197
West Point, &c.....	225,138	190,639	29,184	.....	.....	29,184	.....
New York.....	136,397	157,426	460,063	28,068	148,706	637,467	216,938
Boston.....	181,440	218,836	162,886	.....	443	103,329	5,485
Baltimore.....	59,803	19,454	161,058	4,718	58,377	224,153	19,915
Philadelphia, &c.....	103,199	84,905	92,311	.....	8,389	85,997	9,536
Total 1882-83.....	5,815,712	.....	2,649,179	409,889	1,337,674	4,306,742	494,189
Total 1881-82.....	.....	4,551,808	2,164,295	341,295	736,268	3,341,898	456,925
Total 1880-81.....	.....	5,549,410	2,550,161	508,067	1,077,078	4,135,306	461,841

* Great Britain exports include to the Channel.

Using the facts disclosed by the foregoing statements, we shall find that the portion of the crop which has reached a market through the outports and overland, and the Southern consumption since September 1 this year and the two previous years, is as follows.

	1882-83.	1881-82.	1880-81.
Receipts at the ports to June 1.....bales.	5,815,712	4,551,808	5,549,410
Net shipments overland during same time.....	627,317	443,152	498,632
Total receipts.....bales.	6,443,029	4,994,960	6,048,042
Southern consumption since September 1.....	300,000	224,000	190,000
Total to June 1.....bales.	6,743,029	5,218,960	6,238,042

The increase in the amount of cotton marketed during the first nine crop months of 1882-83 is thus seen to be 1,524,069 bales over 1881-82 and 504,987 bales over 1880-81. To determine the portion which has gone into the hands of Northern spinners during the same period, we have prepared the following.

Total receipts to June 1, 1883, as above.....	6,743,029
Stock on hand commencement of year (Sept. 1, 1882) —	
At Northern ports.....	98,392
At Southern ports.....	21,330-120,722
At Providence, &c., Northern interior markets ..	3,510-124,232
Total supply to June 1, 1883.....	6,567,261
Of this supply there has been exported to foreign ports since Sept. 1, 1882.....	4,396,742
Less foreign cotton included.....	3,594-4,392,948
Sent to Canada direct from West.....	35,784
Burnt North and South.....	1,401
Stock on hand end of month (June 1, 1883) —	
At Northern ports.....bales	251,894
At Southern ports.....	242,295-494,189
At Providence, &c., Northern interior markets ..	15,198-4,939,420
Total takings by spinners since September 1, 1882.....	1,927,841
Taken by Southern spinners.....	300,000
Taken by Northern spinners since September 1, 1882.....	1,627,841
Taken by Northern spinners same time in 1881-82.....	1,475,043
Increase in takings by Northern spinners this year.....bales.	152,798

The above indicates that Northern spinners had up to June 1 taken 1,627,841 bales, an increase over the corresponding period of 1881-82 of 152,796 bales, and an increase over the same months of 1880-81 of 75,911 bales.

AMOUNT OF CROP NOW IN SIGHT.

In the foregoing we have the number of bales which have already been marketed this year and the two previous seasons. An additional fact of interest is the total of the crop which was in sight on June 1, compared with a year ago. We reach that point by adding to the above the stock remaining at that date at the interior towns, less stock held by them at the beginning of the season. In this manner we find the result for the three years on June 1 to be as follows.

	1882-83.	1881-82.	1880-81.
Total marketed, as above.....bales.	6,743,029	5,218,960	6,238,042
Interior stocks in excess of Sept. 1	98,200	52,000	101,000
Total in sight.....bales.	6,841,229	5,270,960	6,339,042

This indicates that the increased movement up to this date of the present year is 1,570,269 bales as compared with 1881-82, and 502,187 bales as compared with 1880-81.

WEIGHT OF BALES.

To furnish a more exact measure of the receipts up to June 1, we give below our usual table of the weight of bales. We give for comparison the figures for the same time in the two previous seasons.

Nine Months ending June 1, 1883.			Same period in 1881-82.		Same period in 1880-81.	
Number of Bales.	Weight in Pounds.	Average Weight.	Average Weight.	Average Weight.	Average Weight.	Average Weight.
Texas.....	828,280	429,256,110	518.23	504.37	511.55	
Louisiana.....	1,627,317	785,668,648	482.80	467.03	481.36	
Alabama.....	308,885	155,369,155	503.00	494.00	508.00	
Georgia.....	825,854	398,557,140	482.60	471.63	450.00	
South Carolina.....	588,859	278,194,637	472.43	462.76	471.03	
Virginia.....	1,016,325	480,379,228	475.47	470.19	473.28	
North Carolina.....	145,883	68,662,752	470.67	468.76	469.68	
Tennessee, &c.....	1,407,626	703,813,000	500.00	477.00	500.00	
Total.....	6,743,029	3,299,900,690	489.38	474.46	486.80	

* Including Florida.

It will be noticed that the movement up to June 1 shows an increase in the average weight as compared with the same periods of the last two years, the average this year being 489.38 lbs. per bale, against 474.46 lbs. per bale for the same time in 1881-82 and 486.80 in 1880-81.

We have shown in a previous table that the amount in sight to the present time is 1,570,269 bales greater than last season. We might add to this that the average weight of bales shows an increase of over 3 per cent this year or about 170,000 bales, which would bring the excess this season up to 1,740,000 bales of the same average weight as last season.

THE COTTON GOODS TRADE IN MAY.

Trade has been quiet in the principal markets throughout the month, the demand in the regular way having been light and unimportant. Some large sales of brown sheetings and colored cottons were, however, made by agents at a concession from nominal holding rates (in order to enable them to close their semi-annual accounts with the mills) and about 1,800 cases of tickings were disposed of through the New York auction rooms at low prices. Fair orders were also placed for cotton flannels for future delivery, but bleached goods and most descriptions of colored cottons were very quiet. Print cloths were in moderate demand, and prices advanced ten points about the middle of the month, but there was a subsequent reaction, and the market closed steady at three points above opening quotations.

MAY.	1883.			1882.			1881.		
	Cott'n low mid-dling.	Print-ing cloths.	Sheet-ings stand-ard.	Cott'n low mid-dling.	Print-ing cloths.	Sheet-ings stand-ard.	Cott'n low mid-dling.	Print-ing cloths.	Sheet-ings stand-ard.
1.....	10	3-59	8	11 1/2	3-91	8 1/4	11 1/2	3-84	8 1/4
2.....	10 1/2	3-59	8	11 1/2	3-91	8 1/4	11 1/2	3-84	8 1/4
3.....	10 1/2	3-59	8	11 1/2	3-91	8 1/4	11 1/2	3-84	8 1/4
4.....	10 1/2	3-59	8	11 1/2	3-91	8 1/4	11 1/2	3-84	8 1/4
5.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
6.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
7.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
8.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
9.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
10.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
11.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
12.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
13.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
14.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
15.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
16.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
17.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
18.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
19.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
20.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
21.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
22.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
23.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
24.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
25.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
26.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
27.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
28.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
29.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
30.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4
31.....	10 1/2	3-63	8	11 1/2	3-92	8 1/4	11 1/2	3-84	8 1/4

The above prices are—For cotton, low middling upland at New York for printing cloths, manufacturers' prices; for sheetings, agents' prices which are subject to an average discount of 5 per cent.

THE DEBT STATEMENT FOR MAY, 1883.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of May, 1883:

INTEREST-BEARING DEBT

Character of Issue.	Author-izing Act.	When Payable.	Interest Periods.	Amount Outstanding.	
				Registered.	Coupon.
5s of 1881.	'70 and '71	May 1, '81	Q.-F.	\$33,154,050	\$.....
3s of 1882.	July 12, '82	At option.	Q.-A.	303,132,900	
4s of 1891	'70 and '71	Sept. 1, '91	Q.-M.	191,733,150	58,266,850
4s of 1907.	'70 and '71	July 1, 1907	Q.-J.	576,740,250	160,843,750
4s, ref. etfs.	Feb. 26, '79			\$1,104,760,450	\$219,110,600
3s, navy p.f.d.	July 23, '68				\$358,000
					14,000,000
Aggregate of interest-bearing debt.....				\$1,338,229,050	

* Continued at 3 1/2 per cent.

On the foregoing issues there is a total of \$1,701,453 interest over-due and not yet called for. The total current accrued interest to date is \$8,761,645.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$8,938,475 principal and \$379,330 interest. Of this interest, \$228,011 is on the principal of called bonds, which principal is as follows: 5-20s of 1862, \$359,750; do 1864, \$50,400; do 1865, \$61,250; consols of 1865, \$347,300; do 1867, \$751,300; do 1868, \$184,550; 10-40s of 1864, \$263,450; funded loan of 1881, \$27,400; 3's certis, \$5,000; 6s of 1861, continued at 3 1/2 per cent, \$840,500; 6s of 1863, continued at 3 1/2 per cent, \$545,500; 5s of 1881, continued at 3 1/2, \$3,864,450.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Old demand notes.....	July 17, '61; Feb. 12, '62	\$59,010
Legal-tender notes.....	Feb. 25, '62; July 11, '62; Mar. 3, '63	346,681,016
Certificates of deposit.....	June 8, '72	11,805,000
Gold certificates.....	March 3, '63; July 12, '82	83,460,940
Silver certificates.....	February 28, '78	80,033,331
Fractional currency.....	July 17, '62; Mar. 3, '63; June 30, '64	\$15,379,532
Less amt. est'd lost or destr'y'd, act J'e 21, '79		8,375,934
Aggregate of debt bearing no interest.....		\$529,042,895
Unclaimed Pacific Railroad interest.....		4,619

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 5 per cent, continued at 3 1/2..	\$33,154,050	
Bonds at 4 1/2 per cent.....	250,000,000	
Bonds at 4 per cent.....	737,581,100	
Bonds at 3 per cent.....	303,132,900	
Refunding certificates.....	358,000	
Navy pension fund.....	14,000,000	
Total interest-bearing debt.....	\$1,338,229,050	\$10,463,069
Debt on which int. has ceas'd since mat'ry	8,938,475	379,330
Debt bearing no interest—		
Old demand and legal-tender notes.....	346,740,026	
Certificates of deposit.....	11,805,000	
Gold and silver certificates.....	163,494,271	
Fractional currency.....	7,003,598	
Total debt bearing no interest.....	\$529,042,895	
Unclaimed Pacific Railroad interest.....		4,619
Total.....	\$1,876,210,421	\$10,847,050
Total debt, principal and interest, to date.....		\$1,887,057,471
Total cash in Treasury.....		317,868,062
Debt, less cash in Treasury, June 1, 1883.....		\$1,569,189,409
Debt, less cash in Treasury, May 1, 1883.....		1,574,079,885
Decrease of debt during the past month.....		\$1,890,476
Decrease of debt since June 30, 1882.....		\$119,725,374

CURRENT LIABILITIES—	
Interest due and unpaid.....	\$1,701,453
Debt on which interest has ceased.....	8,938,475
Interest thereon.....	379,330
Gold and silver certificates.....	165,491,271
U. S. notes held for redemption of certificates of deposit.....	11,805,000
Cash balance available June 1, 1883.....	131,549,531
Total.....	\$317,868,062
AVAILABLE ASSETS—	
Cash in the Treasury.....	\$317,868,062

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.

INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportation	Balance of interest paid by U. S.
Central Pacific.....	\$25,885,120	\$22,676,001	\$4,590,546	\$17,437,182
Kansas Pacific.....	6,303,000	5,940,243	2,969,049	2,971,193
Union Pacific.....	27,236,512	24,140,755	8,932,309	15,208,445
Central Br. U. P.....	1,600,000	1,501,808	152,157	1,342,724
Western Pacific.....	1,970,560	1,609,132	9,367	1,599,765
Sioux City & Pac.....	1,628,320	1,415,417	121,336	1,291,111
Total.....	\$64,623,512	\$57,283,388	\$16,774,766	\$39,853,422

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of \$1,000, \$5,000 and \$10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, was issued last week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents in mints and assay offices:

LIABILITIES, JUNE 1, 1883.

Post-office Department account.....	\$7,624,669 48
Disbursing officers' balances.....	40,050,191 54
Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation".....	37,691,570 60
Undistributed assets of failed national banks.....	344,447 61
Five per cent fund for redemption of nat'l bank notes.....	14,965,885 10
Fund for redemption of national bank gold notes.....	268,574 00
Currency and minor-coin redemption account.....	8,743 07
Fractional silver-coin redemption account.....	97,418 85
Interest account, Pacific Railroads and L. & P. Canal Co.....	3,840 00
Treasurer U. S., agent for paying interest on D. C. bonds.....	76,320 39
Treasurer's transfer checks and drafts outstanding.....	6,208,999 06
Treasurer's general account—	
Interest due and unpaid.....	\$4,518,573 80
Matured bonds and interest.....	602,537 90
Called bonds and interest.....	7,932,260 80
Old debt.....	783,007 38
Gold certificates.....	83,469,940 00
Silver certificates.....	50,033,331 00
Certificates of deposit.....	11,805,000 00
Balance, including bullion fund.....	129,427,121 77
Total Treasurer's general account.....	\$318,562,772 65
Less unavailable funds.....	694,710 31
	\$317,868,062 34

ASSETS, JUNE 1, 1883.

Gold coin.....	\$136,131,115 58
Gold bullion.....	57,175,927 42
Standard silver dollars.....	108,898,977 00
Fractional silver coin.....	28,303,196 20
Silver bullion.....	4,157,217 76
Gold certificates.....	23,869,000 00
Silver certificates.....	8,305,940 00
United States notes.....	33,471,824 57
National bank notes.....	8,361,570 77
National bank gold notes.....	5,860 63
Fractional currency.....	14,641,538 84
Deposits held by national bank depositaries.....	557,325 15
Minor coin.....	180,000 00
New York and San Francisco exchange.....	15,000 00
One and two-year notes, &c.....	96,214 15
Redeemed certificates of deposit, June 8, 1872.....	118 47
Quarterly interest checks and coin coupons paid.....	135,070 00
United States bonds and interest.....	
Interest on District of Columbia bonds.....	
Speaker's certificates.....	
Pacific Railroad interest paid.....	

\$424,309,022 01

Monetary & Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—May 26.

On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam.....	3 mos.	12 4 1/2 @ 12 5	May 26	Short.	12 00
Antwerp.....	3 mos.	12 1 1/2 @ 12 2 1/2	May 26	Short.	25 27 1/2
Hamburg.....	"	20 68 @ 20 72	May 26	"	25 50
Berlin.....	"	20 68 @ 20 72	May 26	"	25 50
Frankfort.....	"	20 68 @ 20 72	May 26	"	25 50
Copenhagen.....	"	18 44 @ 18 48	May 26	Short.	25 27 1/2
St. Petersburg.....	Short.	23 1/2 @ 23 3/8	May 26	Checks	25 28 1/2
Paris.....	3 mos.	25 43 3/4 @ 25 53 3/4	May 26	3 mos.	12 00
Vienna.....	"	12 13 3/4 @ 12 16 1/4	May 26	Short.	25 25
Madrid.....	"	46 1/2 @ 46 1 1/2	May 26	Short.	4 54 1/2
Genoa.....	"	25 50 @ 25 57 1/2	May 26	Short.	97
Lisbon.....	"	51 7/8 @ 52	May 26	Short.	1s. 7 1/2 d.
New York.....	"	"	May 26	Short.	1s. 7 1/2 d.
Alexandria.....	"	"	May 26	Short.	1s. 7 1/2 d.
Bombay.....	60 d'ys	1s. 7 1/4 d.	May 26	Short.	1s. 7 1/2 d.
Calcutta.....	"	1s. 7 1/4 d.	May 26	Short.	1s. 7 1/2 d.
Hong Kong.....	"	"	May 26	Short.	1s. 7 1/2 d.
Shanghai.....	"	"	May 26	Short.	5s. 0 1/2 d.

[From our own correspondent.]

LONDON, Saturday, May 26, 1883.

The past week has been one of considerable anxiety, but no additional failures on the Stock Exchange have taken place. Still, as the fortnightly settlement will be commenced on Monday, the markets have, in consequence, been in a state of suspense. In fact, at times there has been quite a despondent feeling—a condition which has more than usual significance, as not only is there no reason for believing in dearer money, but, on the contrary, there is now a tendency towards ultimate ease. Furthermore, the weather at present is simply grand. We have had for several days past almost uninterrupted sunshine, and the crops have been making rapid progress. To-day a most welcome rain is falling, from which all the later-sown crops may be expected to derive substantial benefit.

In spite, however, of these favorable features, there is no general confidence, as several Stock Exchange failures are anticipated, while the difficulties in trade, judging from the more frequent suspensions which have been recently announced, are rather increasing than diminishing. It is now very certain that a cautious policy will be pursued in every department of business until something definite is known as to the actual position. In the meantime, rumor is busy with its suggestions of evil, although many good judges are of the opinion that the next accounts will be arranged satisfactorily and without important failures. Under such circumstances, however, the multitude seem to think it is wiser to watch events than to take any new ventures or even to buy for investment. The stock markets, therefore, which have been for a long time past in a dangerously inflated condition, have broken down. That process must have results adverse to many who speculate, but an improved state of affairs will ultimately arise out of the operation, and then the public will be inclined to come forward and buy, even if the terms obtainable are less favorable than they are to-day.

A very encouraging feature is that the return of the Bank of England is more favorable than had been anticipated. Some critics have asserted that the statement is a bad one; but such criticisms assume that the part of a month should, and can, be crowded into a few days. If the rate of progress during the next few weeks is in proportion to that which has been made of late, the Bank of England will soon be in a satisfactory condition. It is quite true that the proportion of reserve to liabilities is only 35·11 per cent, against 32·32 per cent last week and 44 per cent last year. But the more favorable feature is the evidence these figures give that the influence of the 4 per cent Bank rate is now being felt, and, as the exchanges are favorable to us, gold may be expected to gradually accumulate. If a fault has been committed, it is undoubtedly the dilatory action of the authorities in raising their minimum quotation from 3 to 4 per cent. The delay of a week in making a necessary change is sometimes disastrous, and it is more than likely that the position of affairs on this occasion would have been less unfavorable had an earlier movement been agreed to. The London money market is now decidedly higher than the average of the Continental rates, and the exchanges are expected, therefore, to remain in our favor. Much money, however, is wanted here for Stock Exchange purposes; but the supply of bills in the discount market is small, without prospect of immediate increase.

The increase of £273,084 of bullion in Bank is owing to the return of coin from Scotch circulation, and of money circulated during the Whitsun holiday, making the total stock now amount to £20,130,894, against £23,385,099 last year. The note circulation has been diminished by £320,510, and the increase in the total reserve is therefore £593,594. The reserve is now £10,413,659, against £13,324,924 in 1882. Loans and discounts have been repaid to the Bank to the amount of £1,281,391; but the market has been drawn upon heavily, as "other deposits" show a falling off of £1,368,868. As there are many who are in want of money, the dividends due in July on the National Funds are already being anticipated, and this is a sign that the official minimum is not likely to fall below 4 per cent for a time at least.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

		Open Market Rates.						Interest Allowed for Deposits by			
		Bank Bills.			Trade Bills.			Joint Stock Banks.	Disc't H'ces.	At Call.	7 to 14 Days.
		Three Months.	Four Months.	Six Months.	Three Months.	Four Months.	Six Months.				
London		Bank Rate.									
April 20	3	2 1/4 @	2 1/4 @	2 1/4 @ 3	3 @ 3 1/4	3 @ 3 1/4	3 1/4 @ 3 1/4	2	2	2 1/4	
" 27	3	2 1/4 @	2 1/4 @ 3	2 1/4 @ 3	3 @ 3 1/4	3 @ 3 1/4	3 @ 3 1/4	2	2	2 1/4	
May 4	3	3 @	3 @ 4	3 1/4 @ 3 1/4	3 1/4 @ 3 1/4	3 1/4 @ 3 1/4	3 1/4 @ 4	2	2	2 1/4	
" 11	4	3 @	3 @ 4	4 @ 4 1/4	4 @ 4 1/4	4 @ 4 1/4	4 @ 5	3	3	3 1/4 @ 3 1/4	
" 18	4	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	3 1/2 @ 3 1/2	4 @ 4 1/4	4 1/4 @ 4 1/4	4 1/4 @ 4 1/4	3	3	3 1/4 @ 3 1/4	
" 25	4	3 1/2 @	3 @	3 @ 3 1/4	3 1/4 @ 4 1/4	4 @ 4 1/4	4 @ 4 1/4	3	3	3 1/4 @ 3 1/4	

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1883.	1882.	1881.	1880.
Circulation.....	25,467,235	25,810,175	26,334,975	26,750,615
Public deposits.....	7,388,493	6,127,861	7,125,297	7,411,429
Other deposits.....	23,080,969	23,644,934	25,415,856	25,517,047
Government securities.....	13,834,917	13,474,213	15,876,203	15,689,832
Other securities.....	23,091,637	20,873,132	19,179,726	19,403,295
Res'v'e of notes & coin.....	10,413,659	13,324,921	15,368,819	15,787,683
Coin and bullion in both departments.....	20,130,894	23,385,039	29,932,924	27,538,300
Proportion of reserve to liabilities.....	35 1/11	44 1/8	47 1/2	47 1/2
Bank rate.....	4 1/2 p. c.	3 p. c.	2 1/2 p. c.	3 p. c.
Consols.....	102	102	102 1/2	99 3/4
Eng. wheat, av. price.....	43s. 4d.	47s.	44s. 2d.	44s. 8d.
Mid. Upland cotton.....	5 1/2	6 3/4	3 1/2	6 1/4
No. 40 Mule twist.....	9 3/4	10 1/4	9 3/4	11 1/4
Clearing-house return.....	97,212,000	95,148,000	97,413,000	81,791,000

The Bank rates of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows. It will be noticed that in Paris the open market rate is off a fraction again.

Rates of Interest at	May 24.		May 17.		May 10.		May 3.	
	Bank Rate.	Open Market.	Bank Rate.	Open Market.	Bank Rate.	Open Market.	Bank Rate.	Open Market.
Paris.....	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
Berlin.....	4	3 1/2	4	3 1/2	4	3 1/2	4	3 1/2
Frankfort.....	—	3 1/2	—	3 1/2	—	3 1/2	—	3 1/2
Hamburg.....	—	3 1/2	—	3 1/2	—	3 1/2	—	3 1/2
Amsterdam.....	4	3 1/2	4	3 1/2	4	3 1/2	4	3 1/2
Brussels.....	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Vienna.....	5	4 1/2	5	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Madrid.....	4	3 1/2	4	3 1/2	4	3 1/2	4	3 1/2
St. Petersburg.....	6	5 1/2	6	5 1/2	6	5 1/2	6	5 1/2

In reference to the state of the bullion market during the week, Messrs. Pixley & Abell observe:

Gold—The demand for export has now ceased and the imports, which for the past week have been very small, have been sent into the Bank, the amount so disposed of being £54,000.

Silver—The market has been very steady since our last and the price has only varied 1-16d. per oz. At the close of last week the arrivals from Buenos Ayres and the West Indies were sold at 50 1/2-16d. and in the early part of this, 50 1/2-16d. was obtained for the bars that came by the Pacific steamer. The rate to-day seems quiet, and the nearest quotation we can give is 50 1/2-16d. per oz. We have received since our last £28,000 from the Pacific and £11,970 from New York. The Para has taken £33,000 to the West Indies, and the P. & O. steamer £103,000 to India.

Mexican Dollars—Without arrivals of any consequence, the market has been without alteration in price. The Pekia has taken £111,420 to the Straits and China; these dollars arrived last week.

The quotations for bullion are reported as below:

Price of Gold.			Price of Silver.		
May 24.	May 17.		May 24.	May 17.	
Bar gold, fine.....oz.	77 9	s. d.	Bar silver, fine.....oz.	50 1/2	d.
Bar gold, containing 20 dwts. silver.....oz.	77 10 1/2	77 11 1/2	Bar silver, containing 5 grs. gold.....oz.	50 1/2	50 7-16
Span. doubloons.....oz.	73 10	73 10	Cake silver.....oz.	54 1/2	54 1-16
S. Am. doubloons.....oz.	73 8 1/2	73 8 1/2	Mexican dollars.....oz.	49	49
U. S. gold coin.....oz.	76 3 1/2	76 3 1/2	Chilian dollars.....oz.	.....	.....
Ger. gold coin.....oz.	.....	.....	.....	.....	.....

Short loans during the week have been largely in demand, and, owing to the settlement on the Stock Exchange next week, the inquiry is now strong.

As stated above, we have had another week of brilliantly warm weather, and vegetation has made further considerable progress. The prospect is regarded as more than usually satisfactory, and it has been improved to-day, owing to the steady rain which is falling. It is impossible for the weather to be more favorable to the crops than it is now; and although they are backward they will not, in all probability, be much behind, should the weather continue so genial as it is now. The trade for cereal produce has, in consequence, been dull, and the quotations have been with difficulty supported.

The sales of home-grown wheat, barley and oats in the 150 principal markets of England and Wales during the first thirty-eight weeks of the season, together with the average prices realized, are shown in the following statement:

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....qrs. 1,993,542	1,623,511	1,376,308	1,888,018	
Barley.....1,937,207	1,625,090	1,175,114	1,375,368	
Oats.....251,840	206,940	157,555	141,326	

AVERAGE PRICES FOR THE SEASON (per qr.).

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....s. d.	41 5	46 6	42 11	46 7
Barley.....s. d.	33 7	32 3	32 10	36 1
Oats.....s. d.	21 1	21 1	24 1	22 7

Converting wheat per quarter into cwt., the totals for the whole Kingdom for thirty-eight weeks, are as follows: Wheat, 1882-3, 34,554,800 cwt.; do. 1881-2, 28,141,000 cwt.; do. 1880-1, 23,856,000 cwt.; 1879-80, 32,059,000 cwt.

The following figures show the extent of the imports of cereal produce into the United Kingdom during the first thirty-eight weeks of the season, compared with the corresponding period in the three previous years:

	1882-3.	1881-2.	1880-1.	1879-80.
Wheat.....cwt. 47,234,474	43,592,550	42,226,510	44,067,416	
Barley.....13,414,509	10,437,290	9,549,910	11,459,002	
Oats.....10,610,909	10,510,149	6,745,172	10,076,824	
Peas.....1,589,714	1,432,372	1,614,355	1,496,479	
Beans.....1,967,798	1,301,055	1,810,710	1,946,479	
Indian corn.....14,878,813	15,442,627	25,066,904	20,162,364	
Flour.....13,015,211	6,883,275	9,740,741	7,675,257	

SUPPLIES AVAILABLE FOR CONSUMPTION—38 WEEKS.

	1882-3.	1881-2.	1880-1.	1879-80.
Imports of wheat.....cwt. 47,234,474	43,592,550	42,226,510	44,067,416	
Imports of flour.....13,015,211	6,883,275	9,740,741	7,675,257	
Sales of home-grown produce.....34,554,800	28,141,000	23,856,000	18,961,000	
Total.....94,804,435	78,616,825	75,823,251	70,703,673	
Avg'e price of English wheat for season.....s. d.	41. 5d.	46s. 6d.	42s. 11d.	46s. 7d.
Visible supply of wheat in the U. S. ....bush. 21,000,000	10,200,000	16,300,000	20,400,000	
Supply of wheat & flour afloat to U. K. ....cwt. 2,423,000	2,743,000	2,296,000	.....

The following quantities of wheat, flour and Indian corn are estimated to be afloat to the United Kingdom at the present time compared with previous years:

	At present.	Last week.	1882.	1881.
Wheat.....qrs. 2,176,000	2,210,000	2,229,000	20,400,000	
Flour.....210,000	218,000	234,000	169,000	
Indian corn.....245,000	194,000	260,000	496,000	

Annexed is a return showing the extent of the exports of British and Irish produce and manufactures, and of foreign and colonial wool, to the United States during the month of April, and during the four months ended April 30, compared with last year:

	1882.	1883.	1882.	1883.
Alkali.....cwt.	313,651	243,386	1,052,452	1,134,100
Apparel and slops.....£	3,190	5,696	15,193	17,434
Bags and sacks.....doz.	69,151	49,152	251,922	218,479
Beer and ale.....bbis.	2,620	2,925	9,989	11,009
Cotton piece goods.....yds.	5,276,300	4,139,700	36,420,300	24,032,900
Earthenware & porcelain.....£	77,169	96,967	263,945	319,177
Haberdashery and millinery.....£	28,130	31,705	211,548	180,228
Hardware & cutlery.....£	33,901	37,453	188,121	142,969
Iron—Pig.....tons.	47,326	23,247	154,951	86,927
Bar, &c.....tons.	1,441	1,487	10,081	4,962
Railroad.....tons.	16,360	4,518	89,965	21,098
Hoops, sheets, boiler & armor plates.....tons.	1,994	2,638	8,874	4,015
Tin plates & sheets.....tons.	14,499	18,157	64,976	63,239
Cast and wrought.....tons.	562	717	2,457	2,388
Old for remanufact.....tons.	11,210	8,228	40,972	17,936
Steel, unwrought.....14,474	3,891	66,706	15,305	
Jute yarn.....lbs.	623,000	480,900	3,057,500	2,546,800
Jute piece goods.....£	6,934,600	10,257,100	30,088,900	38,104,000
Lead—Pig, &c.....tons.	11	16	412	235
Linen piece goods.....£	6,663,800	5,064,300	39,191,300	32,159,100
Machinery—Steam engines.....£	17,189	4,300	53,121	19,240
Other kinds.....£	37,917	49,113	172,723	163,550
Paper—Writing or printing & envelopes.....cwt.	1,468	1,008	3,537	4,459
Other kinds except paper hangings.....£	511	464	5,090	2,088
Salt.....tons.	17,488	11,289	81,373	75,081
Silk broadstuffs.....yds.	40,860	19,227	200,332	113,423
Other articles of silk only.....£	5,535	3,311	29,037	16,989
Mixed with other materials.....£	15,781	16,429	104,254	56,922
Spirits—British.....galls.	6,017	3,433	24,174	32,383
Stationery, other than paper.....£	6,862	5,181	31,243	22,504
Tin—Unwrought.....cwt.	703	661	2,323	2,370
Wool—British.....lbs.	293,700	1,059,800	1,497,100	3,255,600
Colonial & foreign lbs.	1,658,263	1,679,585	6,840,900	10,531,567
Woolen fabrics.....yds.	195,000	106,500	2,218,800	2,203,800
Worsted fabrics.....yds.	2,063,400	1,942,600	11,897,900	11,190,300
Carpets, not being rugs.....yds.	82,400	50,500	514,400	392,300

The exports of British and Irish produce to British North America during the same periods were as follows:

	1882.	1883.	1882.	1883.
Apparel and slops.....£	17,079	14,914	60,275	68,366
Cotton piece goods.....£	4,170,600	2,515,100	24,588,200	22,043,700
Earthenware & porcelain.....£	9,701	12,281	21,597	39,228
Haberdashery and millinery.....£	84,977	82,539	437,122	409,213
Hardware & cutlery.....£	24,980	22,410	67,559	67,207
Iron—pig.....tons.	3,656	2,583	5,615	4,473
Bar, &c.....tons.	3,765	2,014	8,672	6,121
Railroad.....tons.	3,947	5,239	4,951	16,067
Hoops, sheets, and boiler plates.....tons.	432	635	1,723	2,786
Cast and wrought.....tons.	897	990	2,352	3,083
Linen piece goods.....yds.	408,400	393,200	2,323,700	2,556,300
Seed oil.....galls.	51,006	67,100	131,067	335,700
Salt.....tons.	17,018	19,692	25,329	29,583
Silk broadstuffs.....yds.	24,580	5,410	136,697	146,941
Spirits—British.....galls.	23,540	37,320	52,319	73,433
Stationery, other than paper.....£	6,005	4,713	13,747	11,697
Sugar and candy.....cwt.	6,442	6,721	11,931	15,159
Woolen fabrics.....yds.	381,500	567,900	2,350,300	3,193,300
Worsted fabrics.....yds.	322,900	311,800	3,063,000	2,794,500
Carpets, not being rugs.....yds.	205,900	161,100	853,000	998,800

English Market Reports—Per Cable.

The daily closing quotations for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending June 8:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	50½	50½	50½	50½	50½	50½
Consols for money.....	100½	100½	100½	100½	100½	100½
Consols for account.....	101½	101½	100½	100½	100½	100½
Fr'ch rentes (in Paris) fr.	80½	79½	79½	79½	79½	79½
U. S. 4½s into 3½s.....	105½	105½	105½	105½	105½	105½
U. S. 4½s of 1891.....	114½	114½	114½	115	115	115
U. S. 4s of 1907.....	121½	121½	121½	122½	122½	122½
Chic. Mfl. & St. Paul.....	105½	106	105	106	106½	106½
Erie, common stock.....	36½	36½	36½	36½	36½	36½
Illinois Central.....	147½	148½	147½	147½	148½	148½
N. Y. Ontario & West'n.....	27	27	26½	26½	27½	27½
Pennsylvania.....	55½	60½	60½	60½	60½	60½
Philadelphia & Reading.....	27½	28½	28½	28½	29½	29½
New York Central.....	126	126½	125½	126½	126	126

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State), 100 lb.	12 0	12 0	12 0	12 0	12 0	12 0
Wheat, No. 1, wh. "	8 9	8 9	8 9	8 9	8 0	8 8
Spring, No. 2, n. "	9 4	9 4	9 4	9 4	9 4	9 4
Winter, West, n. "	9 0	9 0	9 0	9 0	9 0	9 0
Cal., No. 1, n. "	9 4	9 4	9 3	9 3	9 3	9 1
Cal., No. 2, n. "	9 0	9 0	8 11	8 11	8 11	8 11
Corn, mix., West. "	5 6½	5 6½	5 6	5 6	5 6	5 5
Pork, West. mess., 7 bbl.	84 0	84 0	84 0	84 0	84 0	84 0
Bacon, long clear, new.	52 0	52 0	52 0	52 0	52 0	52 0
Beef, pr. mess, new, 7 to.	39 0	37 0	37 0	37 0	37 0	37 0
Lard, prime West. 7 cwt.	58 3	58 0	57 6	57 9	57 6	57 6
Cheese, Am. finest.....	63 0	63 0	62 0	62 0	62 0	62 0

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have lately been organized:

- 2,961—The First National Bank of Montezuma, Iowa. Capital, \$50,000. John Hall, President; George W. Kierulff, Cashier.
 2,962—The First National Bank of Idaho Springs, Col. Capital, \$50,000. Henry Plummer, President; Geo. E. McClelland, Cashier.
 2,963—The Aurora National Bank, Ind. Capital, \$100,000. Francis Wymond, President; Alex. B. Pattison, Cashier.
 2,964—The First National Bank of Fullerton, Neb. Capital, \$50,000. Chauncey Wilcox, President; Brad. D. Slaughter, Cashier.
 2,965—The First National Bank of Homer, Ill. Capital, \$50,000. Solomon Plant, President; Emanuel L. Fisher, Cashier.
 2,966—The Puget Sound National Bank of Seattle, Washington Territory. Capital, \$50,000. Bailey Gatzert, President; J. Furth, Cashier.
 2,967—The Front Royal National Bank, Virginia. Capital, \$50,000. Giles Cook, Jr., President; James H. French, Cashier.
 2,968—The Farmers' National Bank of Owenton, Ky. Capital, \$60,000. J. Holbrook, President; Jo. C. Revell, Cashier.
 The First National Bank of West Greenville is changed to the First National Bank of Greenville, Pa.

COINAGE BY UNITED STATES MINTS.—The following statement, kindly furnished us by the Director of the Mint, shows the coinage executed at the Mints of the United States during the month of May, and for the five months:

Denomination.	Month of May.		Five months of 1883.	
	Pieces.	Value.	Pieces.	Value.
Double eagles.....	107,750	2,155,000	419,990	8,399,800
Eagles.....	.....	.....	116,940	1,169,400
Half eagles.....	.....	.....	145,440	727,200
Three dollars.....	.....	.....	40	120
Quarter eagles.....	.....	.....	40	100
Dollars.....	2,600	2,600	3,810	3,810
Total gold.....	110,350	2,157,600	686,290	10,300,460
Standard dollars.....	2,350,000	2,350,000	11,950,619	11,950,619
Half dollars.....	.....	.....	619	309
Quarter dollars.....	.....	.....	618	155
Dimes.....	530,000	530,000	2,554,619	2,554,619
Total silver.....	2,880,000	2,403,000	14,506,476	12,206,515
Five cents.....	2,580,000	129,000	11,506,433	575,322
Three cents.....	.....	.....	3,919	118
One cent.....	3,160,000	31,600	14,653,919	146,839
Total minor.....	5,740,000	160,600	26,194,276	722,279
Total coinage.....	8,730,350	4,721,200	41,387,042	23,229,28

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$8,502,838, against \$5,956,552 the preceding week and \$8,230,171 two weeks previous. The exports for the week ended June 5 amounted to \$6,445,921, against \$5,896,051 last week and \$6,373,889 two weeks previous. The following are the imports at New York for the week ending (for dry goods) May 31 and for the week ending (for general merchandise) June 1; also totals since the beginning of first week in January:

FOREIGN IMPORTS AT NEW YORK.

For Week.	1880.	1881.	1882.	1883.
Dry goods.....	\$1,304,539	\$801,502	\$1,886,715	\$1,747,798
Gen'l mer'dise.....	6,012,156	3,653,712	8,262,274	6,755,040
Total.....	\$7,316,695	\$4,455,215	\$10,148,989	\$8,502,838
Since Jan. 1.				
Dry goods.....	\$57,496,420	\$47,907,372	\$60,022,442	\$54,778,742
Gen'l mer'dise.....	161,565,245	133,849,273	159,461,432	138,714,607
Total 22 weeks.....	\$219,061,665	\$181,756,645	\$219,483,874	\$193,593,349

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending June 5, and from January 1 to date:

EXPORTS FROM NEW YORK FOR THE WEEK.

	1880.	1881.	1882.	1883.
For the week.....	\$9,240,630	\$6,617,107	\$6,504,682	\$6,445,921
Prev. reported.....	150,702,425	155,644,834	128,559,993	144,710,561
Total 22 weeks.....	\$159,943,055	\$162,261,961	\$135,064,675	\$151,156,482

The following table shows the exports and imports of specie at the port of New York for the week ending June 2, and since Jan. 1, 1883, and for the corresponding periods in 1882 and 1881:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$.....	\$7,600	\$.....	\$1,955,779
France.....	.....	.....	.....	104,220
Germany.....	.....	.....	.....	2,066,007
West Indies.....	.....	.....	.....	563,978
Mexico.....	.....	.....	.....	1,445
South America.....	.....	81,365	.....	518
All other countries.....	.....	81,785	.....	102,238
Total 1883.....	\$.....	\$170,750	\$5,278	\$4,761,591
Total 1882.....	270,500	23,852,958	9,874	329,298
Total 1881.....	7,559	178,187	14,064	28,098,467
Silver.				
Great Britain.....	\$154,000	\$5,841,822	\$.....	\$.....
France.....	.....	397,361	.....	.....
Germany.....	.....	.....	.....	246,230
West Ind. s.....	.....	36,318	.....	6,453
Mexico.....	.....	.....	.....	4,233
South America.....	.....	.....	.....	520
All other countries.....	.....	3,741	.....	12,992
Total 1883.....	\$154,000	\$6,189,768	\$23,678	\$1,955,598
Total 1882.....	232,200	4,991,592	22,258	1,212,336
Total 1881.....	174,300	4,698,069	53,178	1,365,597

Of the above imports for the week in 1883, \$2,265 were American gold coin and \$5,826 American silver coin.

Chicago Mil. & St. Paul.—It was announced at the New York Stock Exchange that this company had resolved to issue 30,000 shares (\$3,000,000) of additional common stock. The new stock will be transferable on the company's books within thirty days. The amount of common stock now outstanding is \$27,904,261. The amount of preferred stock of this company, given in exchange for convertible bonds from April 16 to 25, was \$93,500, which makes the total amount of preferred stock \$16,540,983.

St. Paul Minneapolis & Manitoba.—Application has been made to the New York Stock Exchange by the St. Paul Minneapolis & Manitoba Company for the listing of \$10,574,000 of the consolidated bonds of that company. The amount of these bonds authorized is \$50,000,000, and of the remaining \$39,426,000 there are reserved to cover previous issues \$19,426,000, leaving \$20,000,000 to be issued on additional road, as built or acquired, at \$15,000 per mile.

—A new map of Minnesota and another of the Territory of Dakota have just been issued by Messrs. Warner & Foote, Minneapolis, Minn. These maps cover a section of the country the rapid growth of which is simply marvelous, and where map making is an operation requiring about as much activity and enterprise as any business in the community. The maps are handsomely executed on a large scale, and are well worth the attention of all persons interested in that part of the country.

—Attention is called to the card of Messrs. Narr & Gerlach in our advertising columns. This is a large and growing firm in the city of Philadelphia. Their office is connected by telegraph wires with the principal places in Pennsylvania, and with Messrs. Prince & Whitely in New York. The house deals in foreign exchange, having correspondents in London, Paris, Frankfurt, Vienna and Stuttgart.

—The card of Messrs. Buttrick & Elliman, stock and bond brokers, will be found in the CHRONICLE to-day. This firm has moved from No. 37 to No. 18 Wall Street, and in addition to ordinary Stock Exchange business, they will give special attention to investment orders in the purchase of bonds.

Auction Sales.—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son.

Shares.		Shares.	
60 Nat. Buteh's & Drove's Bk. 157½	16 City Bank.....	278	
25 People's Bank, N. Y. ....151	26 Gt. West. (Marine) Ins. Co. 72		
123 Union National Bank.....165½	10 6th Avenue RR. Co. ....251½		
132 Mechanics' Natl. Bank.....152½	50 Howard Fire Ins. Co. ....70½		
35 Corn Exch. Natl. Bank.....174	200 People's Gas-L. Co. of Bkn. 49½		
15 1st Nat. Bk. of Stamf., Con. 162½	7 N.Y. Concert Co., lim. \$17 p.sh.		
25 Grocers' Bank.....for \$80	800 Centrl. Am. Transit Co. 11½-1½		
78 Pennsylvania Coal Co.....274	21 N. J. & N. Y. RR. Com. ....2½		
6 Union Ferry Co.....173			
10 American Screw Co. \$275 pr.sh.			
5 Bra. Eld. & Cuba RR. Co. 11			
89 Manhattan Bank.....155½			
10 Fourth National Bank.....129½			
25 Bowers National Bank.....161½			
30 American Exch. Nat. Bk. 127½			

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DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Buff. N. Y. & Phila. pref. (quar)...	1½	June 25	June 16 to June 24
Missouri Pacific (quar).....	1¾	July 2	June 18 to July 2
N. Y. & Harlem.....	4	July 2	June 16 to July 2
N. Y. Cent. & Hudson Riv. (quar)	2	July 16	June 16 to July 19

NEW YORK, FRIDAY, JUNE 8, 1883—5 P. M.

The Money Market and Financial Situation.—The improvement in the general mercantile and industrial situation in the last week has been more in the subsiding of apprehensions of the future than in any actual changes in business conditions, or in the volume of trade. Ten days ago there was a general feeling of distrust, on account of apprehensions of disastrous strikes and important failures, and a disorganization of the iron industry. The crisis, however, seems to have been passed. Some furnaces have been blown out, the mill-owners declaring that they cannot afford to manufacture for present prices, and at least one important failure—the Graf ton Iron Company—has occurred; but aside from these incidents the situation in this branch of trade is more hopefully regarded. The diminished production of iron, both from the mines and the mills, will probably soon permit the consumptive demand to overtake the supply, and thus at least maintain prices, if not soon advance them. If the iron industry is—as is often claimed—an index of the general state of industry and trade, it may be that the most unfavorable aspect of the situation has been passed, and that any change is likely to be in the line of improvement.

The general crop prospect has certainly improved, notwithstanding that the latest reports from Indiana, Illinois and Ohio confirm the damage to the winter wheat crop. But the reports from the spring wheat region of the Northwest, and from the further-west winter wheat States, are of the most flattering character, and there is scarcely room to doubt that the general crop will be at least a good average. Speculation in various lines has increased lately, and the transactions in grain and petroleum have been on a large scale in the last week. The speculation in grain has maintained prices at figures which still operate against a free export movement, though wheat has declined during the week in view of the improving crop prospects.

In the general monetary situation the features are only those usual at this season of the year. The domestic exchanges are generally in favor of New York, and the accumulation of funds here had given the banks of New York a surplus reserve of \$9,071,650 on last Saturday, against \$3,951,100 on the corresponding date of last year. The accumulation of so large a surplus reserve this year was, however, about a month later than last year, when it was \$10,895,600 on April 29th, and from that point declined to \$3,951,100 by June 2d. The cause of this more tardy accumulation of money in the banks here was believed to be due to the fact that the volume of products in the country to be moved this year was larger than last year, and therefore the money was retained in the interior longer. With the increase of money here, speculation has been revived; last week the banks increased their loans \$1,294,300, the larger part of which was probably for speculative purposes. Following this was an advance in the stock market of from 2 to 4 per cent in the last week, and an increased activity in the speculation in grain and petroleum. Rates for money have been nominally no lower than they were in the previous week, but the supply of funds has been abundant at 2 to 3 per cent for call loans on stocks and 4 to 5 per cent per annum on the same collaterals for time loans running from 4 to 8 months.

The sterling exchange market has been very quiet, the amount of business being small for the reason that the transactions in American securities on foreign account, as also the exports of our domestic products, have been small. Diminished imports of dry goods and general merchandise have also made a light mercantile demand for exchange.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1883. June 2	Differences from previous week.	1882. June 3.	1881. June 4.
Loans and dis.	\$317,575,800	Inc. \$1,294,300	\$313,373,300	\$311,094,900
Specie.....	62,251,500	Dec. 575,300	53,692,900	76,052,100
Circulation...	16,021,300	Inc. 26,900	18,635,200	19,263,300
Net deposits...	310,929,400	Inc. 1,294,600	298,657,000	339,548,600
Legal tenders.	24,552,500	Inc. 794,200	24,922,600	18,325,300
Legal reserve.	\$77,732,350	Inc. \$324,650	\$74,661,400	\$81,827,150
Reserve held.	86,804,000	Inc. 218,900	78,615,500	94,377,400
Surplus.....	\$9,071,650	Dec. \$105,750	\$3,951,100	\$9,490,250

The Bank of England has been gaining in its reserve. The last weekly statement on June 7 showed an increase of £329,000, and a proportionate increase of reserve, from 35½ per cent of its liabilities to 35¾ per cent. At the statement on June 2 the gain was £367,000, and on May 26th, £273,000. The weekly statement of the Bank of France showed a gain of 1,300,000 francs in gold and a loss of 825,000 francs in silver.

Exchange.—The business in sterling in the last few days has been very light, and rates have been nominally unchanged, though there have been some indications of attempts to manipulate the market. On Wednesday the Canadian banks advanced the posted rates ½ cent on the £, but the other leading drawers did not follow. The posted rates on Friday were 4 86 and 4 89½. Actual rates were as follows: Sixty days, \$4 85½ @ 4 85¾; demand, \$4 88½ @ 4 88¾; cables, \$4 89½ @ 4 89¾, and commercial bills 4 83½ @ 4 84½.

Quotations for foreign exchange are as follows, the highest prices being the posted rates of leading bankers:

June 8.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 85½ @ 4 86	4 88½ @ 4 89½
Prime commercial.....	4 84½ @ 4 85	4 87½ @ 4 88
Documentary commercial.....	4 84 @ 4 84½	4 87 @ 4 87½
Paris (francs).....	5 19½ @ 5 17½	5 16½ @ 5 15
Amsterdam (guilders).....	40 @ 40¼	40¼ @ 40½
Frankfort or Bremen (reichmarks).....	94½ @ 95½	95½ @ 95½

United States Bonds.—Government bonds have been firmer this week, and advanced ½ to ¾.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	June 2.	June 4.	June 5.	June 6.	June 7.	June 8.
5s, continued at 3½.	Q.-Feb.	*103	*103½	*103½	*103½	*103½	*103½
4½s, 1891.....reg.	Q.-Mar.	112½	112½	112½	112½	112½	113
4½s, 1891.....coup.	Q.-Mar.	112½	112½	112½	112½	112½	113
4s, 1907.....reg.	Q.-Jan.	*118½	*118½	*118½	*118½	*118½	*118½
4s, 1907.....coup.	Q.-Jan.	119½	119½	119½	119½	119½	119½
3s, option U. S.....reg.	Q.-Feb.	*103½	*103½	*103½	*103½	*103½	*103½
6s, cur'cy, 1895.....reg.	J. & J.	*125	*125	*125	*125	*125	*127
6s, cur'cy, 1896.....reg.	J. & J.	*126	*127	*126	*126	*126	*128
6s, cur'cy, 1897.....reg.	J. & J.	*127	*129	*127	*127	*127	*129
6s, cur'cy, 1898.....reg.	J. & J.	*128	*130	*128	*128	*128	*130
6s, cur'cy, 1899.....reg.	J. & J.	*129	*132	*129	*129	*129	*131

* This is the price bid at the morning board; no sale was made.

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
June 2..	949,420 70	1,592,609 26	113,171,596 43	7,802,882 40
" 4..	1,132,235 94	1,370,629 94	113,119,009 78	7,686,685 05
" 5..	1,147,074 76	807,262 88	113,162,019 44	7,963,577 27
" 6..	1,110,316 88	1,242,221 73	113,120,481 30	7,873,210 56
" 7..	917,790 65	936,549 03	112,985,090 05	7,989,843 33
" 8..	1,108,326 31	1,274,791 29	112,867,956 37	7,940,509 03
Total.....	6,415,165 24	7,224,067 13		

State and Railroad Bonds.—The railroad bond market has been strong, but only moderately active, during the week. The most business has been done in the West Shore bonds and the Atlantic & Pacific incomes. The former have ranged pretty steadily from 78½ to 79. The latter since last Friday have fluctuated between 36½ and 34, and close at 35½. Among the other railroad issues, Canada Southern 1sts have advanced 1½, Chesapeake & Ohio 6s 13½, Fort Worth & Denver City 1sts 1½, Texas & Pacific (Rio Grande Division) 1½, Iron Mountain 5s ½ per cent, and Kansas & Texas general mortgages 1½ per cent. There has been comparatively little done in railroad bonds on foreign account.

State bonds have been very dull but firm.

Railroad and Miscellaneous Stocks.—There has been an almost continuously advancing market for stocks during the week. Several circumstances combined early in the week to advance particular stocks, and these, together with improving crop reports and the settlement of the labor troubles at the West, have imparted a stronger tone to the market. The special features referred to were, the favorable decision of Judge Lawrence, the First Comptroller of the U. S. Treasury, in the matter of the Union Pacific Co.'s claim for payment in cash for mail and military services on its non-subsidized branch lines; also the expectations of profitable results from the lease of the Jersey Central to the Reading, etc., etc. The general advance in stocks has ranged from 1 to 6 per cent, the most important being as follows, viz.: Union Pacific 3½, Long Island 6, Alton & Terre Haute 8, C. C. & I. 5, Northwestern 2½, St. Paul & Manitoba 3½, Reading 3½, Western Union 2½, Rock Island 2½, Lackawanna 2½, Jersey Central 4½, Missouri Pacific 2½, Burlington & Quincy 2, Central Pacific 5½, Canada Pacific 1½, Canada Southern and Lake Shore ¾, Northern Pacific preferred 1½ and Texas & Pacific 1½ per cent.

The Chicago & Northwest Company gave notice to the Stock Exchange to-day of its intention to issue, after thirty days, 97,651 shares of common stock—86,842 shares for Chicago Milwaukee & Northwestern stock and 10,809 shares for Elgin & State Line stock—both held in the treasury of the Chic. & Northwestern Company.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING JUNE 8, AND SINCE JAN. 1, 1883.

STOCKS.	DAILY HIGHEST AND LOWEST PRICES.						Sales of the Week (Shares).	Range Since Jan. 1, 1883.		For Full Year 1883.	
	Saturday, June 2.	Monday, June 4.	Tuesday, June 5.	Wednesday, June 6.	Thursday, June 7.	Friday, June 8.		Lowest.	Highest.	Low.	High.
RAILROADS.											
Boston & N. Y. Air-Line, pref.	82½	82½					300	78	Mar. 23	84½	May 3
Burlington Cedar Rap. & N. O.	61½	61½					54	80	Mar. 23	83	Jan. 5
Canadian Pacific	61½	61½					36,385	58½	Feb. 23	63½	May 3
Canada Southern	66	67	65½	66½	66½	67½	15,069	63½	May 21	71½	Jan. 19
Central of New Jersey	81½	83	82½	84½	84½	86½	150,747	68½	Jan. 8	86½	June 7
Central Pacific	76½	76½	75½	76½	76½	77½	51,929	71½	May 22	88	Jan. 5
Chesapeake & Ohio	20½	20½	20½	20½	20½	20½	670	19½	May 22	23½	Jan. 20
Do 1st pref.	30	30	30	30	30	30	300	28½	May 22	35½	Jan. 20
Do 2d pref.	21½	21½	21½	21½	21½	21½	192	21½	May 22	27	Jan. 20
Chicago & Alton	133½	133½	134	135	134	134	130	130	Feb. 20	137½	Jan. 22
Chicago Burlington & Quincy	123	123½	123½	124	123½	124	10,885	115½	Feb. 20	129½	Apr. 13
Chicago Milwaukee & St. Paul	103½	103½	102½	103½	103½	104½	102,004	97½	Feb. 20	108½	Jan. 20
Do	120	120½	119½	119½	120½	120½	1,750	116½	Feb. 7	122	Jan. 9
Chicago & North Western	131½	132½	131½	132½	132½	133½	62,557	128½	Feb. 2	140½	Apr. 13
Chicago Rock Island & Pacific	149½	149½	149½	149½	149½	150	2,643	143	Feb. 20	157	Apr. 13
Chicago St. Louis & Pittsburgh	123½	124	123½	124	124½	125½	8,093	118	Feb. 21	127½	Jan. 5
Do	19½	19½	18½	19	18½	19	437	18	May 31	22	Apr. 21
Do pref.	56	56	55½	56	55½	56½	300	54	Apr. 26	57½	May 16
Chicago St. Paul, Minn. & Om.	46	47½	45½	46½	45	46	11,450	41½	May 21	53	Jan. 5
Do	104½	106½	105	105½	104	104	10,350	102½	May 21	113½	Jan. 5
Cincinnati Sand. & Cleveland	41	42					200	38	May 22	49½	Mar. 9
Cleveland Col. Cinn. & Ind.	71½	71½					2,800	67½	May 17	84	Jan. 5
Cleveland & Pittsburgh, guar.	129½	129½					143	129½	June 2	143	Jan. 26
Columbia & Greenville, pref.							100	31	Feb. 28	68½	May 9
Columbus City, & Ind. Central	3	4	3½	4½	4	5	34	Jan. 20	7½	Mar. 5	37½
Delaware Lackawanna & West.	125½	127½	125½	126½	126½	127½	428,450	118½	Feb. 16	131½	Apr. 13
Denver & Rio Grande	47½	48	46½	47½	46½	47½	55,900	39½	Jan. 2	51½	May 3
Duquesne & Sioux City	8½	9½	8½	9½	8½	9½	9,671	8	Feb. 21	11½	Apr. 13
East Tennessee Va. & Ga.	18½	19	18½	18½	18½	19	7,900	14½	Feb. 20	23	Apr. 14
Do	8½	9½					1,800	5	Feb. 9	10½	Apr. 12
Green Bay Winona & St. Paul	42	42					38	Mar. 6	48½	Jan. 17	45
Hannibal & St. Joseph	96	96					7	Jan. 3	97½	Mar. 5	72
Do pref.	200	200					100	194	Apr. 13	200	Jan. 29
Harlem	73	73					100	70	May 29	82½	Apr. 6
Houston & Texas Central	145	145					100	70	May 29	82½	Apr. 6
Illinois Central	145	145					5,033	141½	Jan. 3	147½	Apr. 1
Do leased line							77	Feb. 17	81	Jan. 22	
Indiana Bloom'g & Western	29½	30	29½	30	29½	30	4,750	25	May 17	35½	Apr. 9
Lake Erie & Western	29½	30	29½	30	29½	30	1,500	26	Feb. 16	33½	Jan. 18
Lake Shore	109½	110½	109½	110	109½	110	52,175	106½	Feb. 16	114½	Jan. 18
Long Island	69	69	69	70	69	70	9,515	60	Jan. 2	75½	June 8
Louisville & Nashville	50½	51½	49½	51½	49½	50½	17,935	47½	May 21	53½	Jan. 29
Louisville New Albany & Chic.	43	45	44	45	44	45	300	50	June 7	68	Jan. 5
Manhattan Elevated	43	45	44	45	44	45	200	40	Mar. 21	53½	Feb. 9
Do 1st pref.	42½	44	42	44	42	44	100	81½	Apr. 5	90	Jan. 18
Do common	23	23	23	23	23	23	2,850	15	Feb. 21	26	Mar. 15
Manhattan Beach Co.	43	44	44	44	44	44	5,034	38	Feb. 19	55	Jan. 8
Memphis & Charleston	85½	85½	85	86	85	86	100	76	May 17	85½	June 2
Metropolitan Elevated	95	96	95½	96½	95½	96½	27,960	90	Feb. 10	100½	Jan. 19
Michigan Central	45	45	45	45	45	45	700	42	Mar. 5	48	Jan. 20
Milwaukee L. Sh. & Western	27½	28	27	28	27	28	1,100	22	Feb. 20	30½	Jan. 18
Do	27½	28	27	28	27	28	52	52	Feb. 20	60½	Jan. 18
Minneapolis & St. Louis	56½	56	56	56	56	57	1,300	52	Feb. 20	60½	Jan. 18
Do	30	30½	29½	30	30	30½	30	30½	31	28,630	27½
Missouri Kansas & Texas	103½	104	103½	104	103½	104	104	104½	105½	105½	105½
Missouri Pacific	14	15	14	15	14	15	10,380	97½	Feb. 26	106½	Apr. 9
Mobile & Ohio	127½	127½					200	15	Feb. 16	19½	Jan. 5
Morris & Essex	127½	127½					682	120	Feb. 15	128	May 11
Nashville Chattanooga & St. L.	54½	55	54	56	54	56	1,200	50½	May 17	54½	Jan. 11
New York Central & Hudson	122½	123½	122½	123½	122½	123½	44,922	120½	May 18	129½	Jan. 10
New York Chic. & St. Louis	10½	11	10½	11	10½	11	4,545	10	Feb. 2	15½	Jan. 5
Do	24½	24½	23½	24½	23½	24½	2,725	23	Feb. 7	35	Jan. 4
New York Elevated	90	104	90	104	90	104	101	Jan. 13	105	Feb. 16	100
New York Lack. & Western	88	88	88	88	88	88	335	85	Mar. 1	89½	Mar. 5
New York Lake Erie & West.	35½	37	35½	36½	35½	36½	56,836	33½	Mar. 18	40½	Jan. 19
Do	80	80					1,100	75	Feb. 19	83	Jan. 5
New York & New England	34½	34½	35	35	34	34½	4,050	30½	May 17	62½	Jan. 2
New York New Haven & Hart.	182	182	183	183	183	183	26	169	Jan. 18	183	May 28
New York Ontario & Western	26½	26½	26½	26½	26½	26½	11,350	24½	Mar. 2	29½	Apr. 14
New York Susq. & Western	6½	6½	7	7	7	7	4,402	6	May 18	8½	May 10
Do	18	18	19	19	19	19	900	18	June 2	21½	May 10
Norfolk & Western, pref.	42½	42½	43	45	42	42	42	42	43	225	37½
Norfolk Pacific	87½	87½	87½	87½	87½	87½	39,923	79½	Feb. 20	89½	Apr. 13
Do	11	11	11	11	11	11	3,576	9	Feb. 16	14½	Apr. 13
Ohio Central	41½	43					2,000	29	Feb. 14	39½	Apr. 13
Ohio & Mississippi	123	123					1,400	10	Feb. 16	108	Jan. 16
Do	83½	84	83½	84	83½	84	62,220	79	Feb. 20	89	Jan. 19
Oregon & Trans-Continental	20½	21½	20½	21½	20½	21½	6,710	16½	May 22	23	Jan. 18
Peoria Decatur & Evansville	64	65½	65	67	65	67	186,100	49½	Feb. 20	54½	Jan. 18
Philadelphia & Reading	10	10	10	10	10	10	121	13	Mar. 1	138	Jan. 18
Pittsburg Ft. Wayne & Chic.	63	64	63	64	63	64	850	10	Feb. 20	15½	Apr. 16
Rich. & Allegh. st. & ck. trust off.	37½	39	37½	37½	37	38	5,700	47	Jan. 13	67½	May 9
Richmond & Danville	20½	21½	20½	20½	20½	21	6,600	21	Feb. 16	39	June 2
Rochester & Pittsburgh	74	76	74	76	74	76	25,500	69½	Feb. 10	83	Apr. 4
St. Louis Alton & Terre Haute	93	95	94	95	93	95	4,100	48	Jan. 31	81	June 7
Do	35	36	35	36	35	36	1,400	87	May 14	103	Apr. 11
St. Louis & San Francisco	69	69	69	69	69	69	29½	Feb. 28	36½	May 31	31
Do	93½	93½	93	93½	93	93½	1,775	48	Feb. 23	59½	June 2
Do 1st pref.	38	39	38	39	38	39	100	35	Feb. 28	100½	Jan. 16
Do	96½	98	96½	98	96½	98	300	91	Feb. 20	97½	Jan. 9
St. Paul & Duluth	118	119½	119	121½	119	121½	6,030	114½	May 31	109½	Apr. 16
St. Paul Minneapolis & Manitoba	37½	37½	36½	37½	36½	37½	63,410	31½	May 31	33	Mar. 3
Union Pacific	95	96	95	96	95	96	197,400	91½	Feb. 10	104½	Jan. 18
Wabash St. Louis & Pacific	27	27	26½	27	27	27	15,593	25½	May 21	36½	Jan. 18
Do	42½	44	42½	43	42½	44	12,285	40½	May 17	67½	Jan. 18
MISCELLANEOUS.											
American Tel. & Cable Co.	67½	67½	67½	67½	67½	67½	589	64½	Feb. 26	69½	Jan. 15
Colorado Coal & Iron	34½	35	33½	34	33½	34	5,500	28½	Feb. 7	33½	Apr. 16
Delaware & Hudson Canal	109	109½	109	109	109	109	2,110	105½	Feb. 13	112½	Apr. 14
Mutual Union Telegraph	19	19	19	19	19	19	640	17½	Mar. 27	25	Jan. 17
New York & Texas Land Co.	81	81					55	Mar. 13	96	May 29	37
Oregon Improvement Co.	139	139½	140	141	141	141	819	78	May 26	91½	Mar. 5
Oregon Railway & Nav. Co.	42	42	42	42	42	42	3,627	132	Feb. 20	146½	June 8
Pacific Mail	128½	129	128½	129	128½	129	3,800	39	Jan. 25	44½	Apr. 9
Pullman Palace Car	95	96	95	96	95	96	3,588	117	Feb. 23	130	Apr. 30
Quicksilver Mining	36	40	36	40	36	40	100	37½	May 19	92	Mar. 3
Do	37½	39	37½	39	37½	39</					

QUOTATIONS OF STATE AND RAILROAD BONDS AND MISCELLANEOUS SECURITIES.

STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—			Louisiana—Continued—			N. Carolina—Continued—			South Carolina—		
Class A, 3 to 5, 1906.....	83 1/2	84 1/2	Ex-matured coupon.....	59	60	No Carolina R.R., J. & J.....	155		6s, Act Mar. 23, 1869.....	3 1/2	5
Class A, 3 to 5, small.....			Michigan—			Do A. & O.....	155		non-fundable, 1888.....	39	41
Class B, 5s, 1906.....	103		7s, 1890.....	117		Do 7 coup's off. J. & J.....	130		Brown consol'n 6s, 1893.....	104 1/2	109
Class C, 4s, 1906.....	84 1/2	87	Missouri—			Do 7 coup's off. A. & O.....	130		Tennessee—6s, old, 1862-8.....	39	
6s, 10-20s, 1900.....	110		6s, due 1883.....	102 1/2		Funding act, 1866-1900.....	10	12	6s, new, 1892-8-1900.....	39	
Arkansas—			6s, due 1886.....	108 1/2		Do 1868-1898.....	10	12	6s, new series, 1914.....	39 1/2	
6s, funded, 1899-1900.....	10	17	6s, due 1887.....	109 1/2		New bonds, J. & J., '92-8.....	16		C'mp'mise, 3-4-5-6s, 1912.....	44 1/2	45 1/2
7s, L. Rock & Ft. S. 18s.....	49		6s, due 1888.....	107		Do 1900-1901.....	16		Virginia—6s, old.....	36	45
7s, Memp. & L. Rock RR.....	50		6s, due 1889 or 1890.....	113		Chatham RR.....	3 1/2		6s, new, 1866.....	36	
7s, L. R. P. & N. O. RR.....	48	51	Asyl'm or Univ. dec. '92.....	115		Special tax, class 1, '98-9.....	5	7	6s, new, 1867.....	36	
7s, Miss. O. & R. R. RR.....	48		Funding, 1894-95.....	121		Do class 2.....	5	6	6s, consol. bonds.....	50	
7s, Arkansas Cent. RR.....	16		Hannibal & St. Jo., '88.....	109 1/2		Do to W. N. C. RR.....	4 1/2	6	6s, ex-matured coupon.....	36 1/2	
Connecticut—6s, 1885-4.....	102 1/2		New York—			Do to W. N. C. RR.....	4 1/2	6	6s, consol. 2d series.....	48	
Georgia—6s, 1886.....	104		6s, gold, reg., 1887.....	110		Do W. & T. R. R.....	4 1/2	6 1/2	6s, deferred.....	9 1/2	12
7s, new, 1886.....	107		6s, gold, coup., 1887.....	110		Consol. 4s, 1910.....	79 1/2	80 1/2	District of Columbia—		
7s, endorsed, 1886.....	107		6s, loan, 1891.....	113		Do.....	78		3-6s, 1924.....		
7s, gold, 1890.....	115		6s, loan, 1893.....	117		Ohio.....			Small bonds.....		
7s, consol., 1914.....	65 1/2	66 1/2	N. Carolina—6s, old, J. & J.....	31 1/2	32 1/2	6s, 1886.....	109		Funding 6s, 1899.....		
7s, small.....	60		6s, old, A. & O.....	31 1/2	33	Rhode Island—			Do small.....		
						6s, coupon, 1893-99.....	116		Do registered.....		

RAILROAD BONDS.

Railroad Bonds.			Del. & C.—Continued—			Minn. & St. L.—1st, 7s, 1927			Rock & Pitt.—1st, 6s, 1921		
(Stock Exchange Prices.)			1st, Pa. Div., cp. 7s, 1917			Iowa Ext.—1st, 7s, 1909			Rich. & A. L.—1st, 7s, 1920		
Ala. Central—1st, 6s, 1918			Pa. Div. reg. 7s, 1917			Do 7s, 1891			Rich. & Danv.—Consol. 6s		
Allegheny Cen.—1st, 6s, 1922			Alb. & Susq.—1st, 7s.....			S'th.w. Ext.—1st, 7s, 1910			Debutenture 6s, 1927		
Atch. T. & S. F.—4 1/2, 1920			2d, 7s, 1885			Pac. Ext.—1st, 6s, 1921			Atl. & Ch.—1st, p. 7s, '97		
Sinking fund, 6s, 1911			1st cons. guar. 7s, 1906			Mo. K. & T.—Gen. 6s, 1920			Incomes, 1906		
Atl. & Pac.—1st, 6s, 1910			1st cons. 6s, 1906			Cons. 7s, 1904-5-6			Scioto Val.—1st, cons. 7s		
Balt. & O.—1st, 6s, Pk. R. R.			Rens. & Sar.—1st, coup.			Cons. 2d, income, 1911			St. L. & Iron Mt.—1st, 7s		
Boat. Hartf. & E.—1st, 7s			1st reg., 1921			H. & Cent. Mo.—1st, 90			2d, 7s, 1897		
Guaranteed			Denv. & Rio Gr.—1st, 1900			Mobile & Ohio—New 6s			Arkansas Br.—1st, 7s		
Bur. C. Rap. & N. O.—1st, 6s			1st consol., 7s, 1910			Colat. Trust, 6s, 1892			Calumet & Fulton—1st, 7s		
Min. & St. L.—1st, 7s, 90			Denv. So. P. & Pac.—1st, 7s			Morgan's L. & C.—1st, 6s			Calumet & P.—1st, 7s		
Iowa C. & West.—1st, 7s, 90			Det. Mac. & Marq.—1st, 6s			Nash. Chat. & St. L.—1st, 7s			Gen. Ry. & I. gr. 5s, 1931		
C. Rap. I. & N.—1st, 6s			Land grant, 3 1/2s, S. A.....			2d, 6s, 1901			St. P. & Dul.—1st, 5s, 1931		
1st, 5s, 1921			E. T. Va. & G.—1st, 7s, 1900			N. Y. Central—6s, 1887			2d, pref. 7s, 1891		
Buf. N. Y. & Pk. Ext.—1st, 6s			1st cons. 6s, 1920			Deb. certis, extd. 5s			2d, income 7s, 1894		
Central Iowa—1st, 7s, 90			Div. & Nat. 1st, 1930			N. Y. C. & H. 1st, cp. 7s			Bellef. & S. H.—1st, 6s		
Ches. Col. & Ang.—1st, 7s			Eliz. C. & N.—S. f. deb. 6s			1st reg., 1903			St. P. Minn. & Man.—1st, 7s		
Chic. & Ohio—Par. mt. 6s			1st, 6s, 1920			Huds. R.—7s, 2d, s. f. '85			2d, 6s, 1909		
6s, gold, series A, 1908			Eliz. Lex. & Big S.—6s			Can. 8s.—1st, int. gr. 5s			Dakota Ext.—6s, 1910		
6s, gold, series B, 1908			2d, extended, 5s, 1920			1st, 7s, reg., 1900			Min's Un.—1st, 6s, 1922		
6s, currency, 1918			5th, 7s, 1888			N. Y. Elev'd.—1st, 7s, 1906			St. L. Alton & T. H.—1st		
Mortgage 6s, 1911			1st cons. gold, 7s, 1920			N. Y. C. N.—Gen. 6s, 1910			2d, pref. 7s, 1891		
Chicago & Alton—1st, 7s			1st cons. 6s, 1920			Trust Co. receipts.....			2d, income 7s, 1894		
Sinking fund, 6s, 1903			1st cons. 6s, 1920			N. Y. C. N.—1st, 6s, 1905			Bellev. & S. H.—1st, 6s		
La. & Mo. Riv.—1st, 7s			Long Rock b'ds, 7s, '93			N. Y. C. N.—1st, 6s, 1905			St. P. & Dul.—1st, 5s, 1931		
2d, 7s, 1900			Buff. N. Y. & E.—1st, 1916			N. Y. C. N.—1st, 6s, 1905			Cairo & Fulton—1st, 7s		
St. L. Jacks, 7s.....			N. Y. L. & E.—New 6s, 1920			N. Y. C. N.—1st, 6s, 1905			Calumet & P.—1st, 7s		
2d, guar. (544) 7s, 94			Buf. & S. W.—M. 6s, 1908			N. Y. C. N.—1st, 6s, 1905			Gen. Ry. & I. gr. 5s, 1931		
2d (860) 7s, 1898			Ev. & T. H.—1st, cons. 6s			N. Y. C. N.—1st, 6s, 1905			St. L. Alton & T. H.—1st		
2d, guar. (188) 7s, 98			Flt. & P. M. R.—M. 6s, 1920			N. Y. C. N.—1st, 6s, 1905			2d, pref. 7s, 1891		
Miss. R. B'ge.—1st, s. f. 6s			Gal. Har. & S. Ant.—1st, 6s			N. Y. C. N.—1st, 6s, 1905			So. Car. Ry.—1st, 6s, 1920		
C. B. & Q.—Consol. 7s, 1908			2d, 7s, 1905			N. Y. C. N.—1st, 6s, 1905			2d, 6s, 1931		
5s, sinking fund, 1901			Mex. & Pac.—1st, 5s			N. Y. C. N.—1st, 6s, 1905			Tex. Cen.—1st, s. f. 7s, 1909		
1a. Div.—S. F. 5s, 1919			2d, 6s, 1931			N. Y. C. N.—1st, 6s, 1905			1st mort., 7s, 1911		
Denver Div. 4s, 1922			Or. N. W. & S. P.—1st.....			N. Y. C. N.—1st, 6s, 1905			Tol. Del. & Bur.—Main 6s		
4s, 1922			Gal. Col. & S. Fe.—7s, 1909			N. Y. C. N.—1st, 6s, 1905			1st, Dayt. Div., 6s, 1910		
C. R. I. & P.—6s, cp., 1917			Han. & St. Jos.—Ss, conv.....			N. Y. C. N.—1st, 6s, 1905			1st, Ter. tr. 6s, 1910		
6s, reg., 1917			Consol. 6s, 1911			N. Y. C. N.—1st, 6s, 1905			Wab. Mid.—1st, 6s, 1910		
Geo. & Des M.—1st, 5s			Hous. & T. C.—1st, M. L. 7s			N. Y. C. N.—1st, 6s, 1905			Chic. Div.—5s, 1910		
Central of N. J.—1st, 90			1st, West. Div. 7s.....			N. Y. C. N.—1st, 6s, 1905			Wash. & M.—7s, 1909		
1st consol. assured, 99			1st, Waco & N. 7s.....			N. Y. C. N.—1st, 6s, 1905			Tol. & W.—1st, ext. 7s		
Conv. assured, 7s, 1902			2d consol., main line, 8s			N. Y. C. N.—1st, 6s, 1905			1st, St. L. Div. 7s, '89		
Adj. 7s, 1903			2d, Waco & N. Ss, 1915			N. Y. C. N.—1st, 6s, 1905			2d, ext. 7s, 1893		
Leh. & W. B.—Consol. 7s, 1908			General 6s, 1921			N. Y. C. N.—1st, 6s, 1905			Omaha Div.—7s, 1888		
Am. Div. & Imp.—5s, 1921			Hous. & T. C.—1st, 7s			N. Y. C. N.—1st, 6s, 1905			Consol. conv. 7s, 1907		
C. M. & St. P.—1st, 8s, P. D.			Ill. Cent.—Sp. Div.—Cp. 6s			N. Y. C. N.—1st, 6s, 1905			St. L. & N.—1st, 6s, 1921		
2d, 7-3-10, P. D., 1898			Middle Div.—Reg. 5s.....			N. Y. C. N.—1st, 6s, 1905			2d, 7s, 1893		
1st, 7s, 8, R. D., 1903			C. S. L. & N. O.—Ten. 7s			N. Y. C. N.—1st, 6s, 1905			Q. & C.—1st, 7s, 1920		
1st, Lac. Div. 7s, 1893			1st consol. 6s, 1921			N. Y. C. N.—1st, 6s, 1905			Han. & N. Y.—1st, 7s		
1st, I. & D. 7s, 1897			2d, 7s, 1907			N. Y. C. N.—1st, 6s, 1905			St. Chas. Br.—1st, 6s		
1st, I. & D. 7s, 1899			Gold, 5s, 1951			N. Y. C. N.—1st, 6s, 1905			No. Missouri—1st, 7s		
1st, C. & M. 7s, 1903			2d, 7s, 1894			N. Y. C. N.—1st, 6s, 1905			West. Un. Tel.—1900, cp		
Consol. 7s, 1906			Ced. P. & Minn.—7s			N. Y. C. N.—1st, 6s, 1905			1900, reg		
2d, 7s, 1894			Ind. B. & W.—1st, 6s			N. Y. C. N.—1st, 6s, 1905			N. W. Tel. reg. 7s, 1904		
1st, 7s, I. & D. Ext. 1908			1st, 4-5-6s, 1909			N. Y. C. N.—1st, 6s, 1905			Mut. Un. T.—S. F. 6s, 1911		
1st, 5s, Lac. & Day, 1919			4-5-6s, 1909			N. Y. C. N.—1st, 6s, 1905			Spring Val. W. W.—1st, 6s		
1st, S. Minn. Div. 7s, 1910			East. Div.—6s, 1921			N. Y. C. N.—1st, 6s, 1905			Oregon RR. & N.—1st, 6s		
1st, H. & D. 7s, 1910			Indiana, D. & S.—1st, 6s			N. Y. C. N.—1st, 6s, 1905					
Ch. & Pac. Div., 6s, 1910			2d, 5s, 1911			N. Y. C. N.—1st, 6s, 1905					
1st, Chic. & P. W., 5s, 1921			Int. & Gt. No.—1st, 6s, gold			N. Y. C. N.—1st, 6s, 1905					
Min't Pt. Div.—1st, 6s, 1910			Shore 6s, 1909			N. Y. C. N.—1st, 6s, 1905					
C. & L. Sup. Div., 6s, 1921			Ken. C. & M.—6s, 1911			N. Y. C. N.—1st, 6s, 1905					
Wis. & Min. D., 7s, 1921			Lake Shore & Mich. So.			N. Y. C. N.—1st, 6s, 1905					
C. & West.—1st, 6s, 1921			Mich. S. & N. I.—S. f. 7s			N. Y. C. N.—1st, 6s, 1905					
Interurb. consol. 7s, 1903			Cleve. & Cin.—Sink. fld.			N. Y. C. N.—1st, 6s, 1905					
Consol. bonds, 7s, 1915			1st, 6s, 1909			N. Y. C. N.—1st, 6s, 1905					
Extens'n bonds, 7s, '85			Cleve. P. & Ash. 7s			N. Y. C. N.—1st, 6s, 1905					
Reg. 7s, 1885			Buff. & Erie—New bds.			N. Y. C. N.—1st, 6s, 1905					
Common, gold, 7s, 1902			Kal. & W. Pigeon—1st			N. Y. C. N.—1st, 6s, 1905					
Reg. gold, 7s, 1902			Common, gold, 7s, 1902			N. Y. C. N.—1st, 6s, 1905					
Sinking fund, 6s, 1929			Lake Shore—Div. bonds			N. Y. C. N.—1st, 6s, 1905					
Sinking fund, 6s, 1929			Consol., comp. 1st, 7s			N. Y. C. N.—1st, 6s, 1905					
Escrau & L.—1st, 5s			Consol., comp. 2d, 7s			N. Y. C. N.—1st, 6s, 1905					
Des M. & Min's—1st, 8s			Consol. reg. 2d, 7s			N. Y. C. N.—1st, 6s, 1905					
Yowa Midland—1st, 8s			Long Isl. R.—1st, 7s, 1898			N. Y. C. N.—1st, 6s, 1905					
Pensula—1st, 6s, 1910			1st consol. 5s, 1931			N. Y. C. N.—1st, 6s, 1905					
Chicago & Mil.—1st, 7s			Louisv. & N.—Cons. 7s, 98			N. Y. C. N.—1st, 6s, 1905					
Win. & St. P.—1st, 7s, '87			2d, 7s, 1900			N. Y. C. N.—1st, 6s, 1905					
2d, 7s, 1907			Cecilian Br'ch—7s, 1907			N. Y. C. N.—1st, 6s, 1905					
Mil. & Mad.—1st, 6s, 1905			N. O. & Mob.—1st, 6s, 1930			N. Y. C. N.—1st, 6s, 1905					
C. & Ind. & T. H.—1st, 7s, 90			E. H. & N.—1st, 6s, 1919			N. Y. C. N.—1st, 6s, 1905					
C. S. P. M. & O.—Consol. 6s			General 6s, 1930			N. Y. C. N.—1st, 6s, 1905					
C. S. P. & M.—1st, 6s, 1918			Pensula Div.—1st, 1920			N. Y. C. N.—1st, 6s, 1905					
N. Wis.—1st, 6s, 1918			St. L. Div.—1st, 6s, 1921			N. Y. C. N.—1st, 6s, 1905					
Chic. & E. Ill.—1st, s. f., cur.			2d, 8s, 1980			N. Y. C. N.—1st, 6s, 1905					
Chic. St. L. & P.—1st, cons. 5s			Nashv. & Dec.—1st, 6s			N. Y. C. N.—1st, 6s, 1905					
1st, cons. 5s, reg. 1932			S. N. A. Ala.—1st, 6s, 1910			N. Y. C. N.—1st, 6s, 1905					
2d, 6s, 1926			L. Erie & W.—1st, 6s, 1919			N. Y. C. N.—1st, 6s, 1905					
Col. H. Val. & Tol.—1st, 6s			Sandusky Div.—6s, 1919			N. Y. C. N.—1st, 6s, 1905					
Del. & W.—7s, cons., '92			Louisv. N. Alb. & C.—1st, 6s			N. Y. C. N.—1st, 6s, 1905					
Mortgage 7s, 1907			Manhat. B'ch Co.—7s, 1909			N. Y. C. N.—1st, 6s, 1905					
St. Butte & N.—1st, 7s			N. Y. C. B'ch.—1st, 7s, '97			N. Y. C. N.—1st, 6s, 1905					
Morris & Essex.—1st, 7s			Marietta & Cin.—1st, 7s			N. Y. C. N.—1st, 6s, 1905					
2d, 7s, 1891			Metrop'l'n E. L.—1st, 1908			N. Y. C. N.—1st, 6s, 1905					
Bonds, 7s, 1900			2d, 6s, 1899			N. Y. C. N.—1st, 6s, 1905					
1st, 7s, 1891			Mex. Cen.—1st, 7s, 1911			N. Y. C. N.—1st, 6s, 1905					
1st, consol. guar. 7s			Mich. C. & N.—1st, 7s, 1911			N. Y. C. N.—1st, 6s, 1905					
Del. & H.—1st, 7s, 1884			Consolidated 7s, 1902			N. Y. C. N.—1st, 6s, 1905					
1st, ext. 7s, 1891			6s, 1909			N. Y. C. N.—1st, 6s, 1905					
Coup. 7s, 1894			Compon, 5s, 1931			N. Y. C. N.—1st, 6s, 1905					
Reg. 7s, 1894			Registered, 5s, 1931			N. Y. C. N.—1st, 6s, 1905					
			Jack. & N. S.—1st, 6s, 91			N. Y. C. N.—1st, 6s, 1905					
			Mil. & N. O.—1st, 6s, 1910			N. Y. C. N.—1st, 6s, 1905					
			Mil. & S. W.—1st, 6s, 1922			N. Y. C. N.—1st, 6s, 1905					
						N. Y. C. N.—1st, 6s, 1905					
						N. Y. C. N.—1st, 6s, 1905					
						N. Y. C. N.—1st, 6s, 1905					
						N. Y. C. N.—1st, 6s, 1905					
						N. Y. C. N.—1st, 6s, 1905					
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						N. Y. C. N.—1st, 6s, 1905					
						N. Y. C. N.—1st, 6s, 1905					
						N. Y. C. N.—1st, 6s, 1905					
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New York Local Securities.

Quotations in Boston, Philadelphia and Baltimore.

Bank Stock List.				Insurance Stock List.			
COMPANIES.				COMPANIES.			
Marked thus (*) are not National.	Par.	Bid.	Ask.	Marked thus (*) are not National.	Par.	Bid.	Ask.
America	100	158 1/2	160	American	50	145	150
Amer. Exchange	100	127	127 1/2	Amer. Exchange	100	107	111
Broadway	25	238		Bowery	25	150	160
Butcher & Drov's	25	140		Broadway	25	170	175
Central	100	127	130	Brooklyn	17	160	167
Chase	100	185		Citizens	20	140	160
Chemical	100	140		City	70	113	120
Citizens	25			Clinton	100	120	125
City	100	150		Commercial	50	90	97
Commerce	100	157		Continental	100	240	250
Continental	100	123	125	Eagle	40	240	250
Corn Exchange	100	170		Empire City	100	70	80
East River	25			Exchange	30	85	100
Eleventh Ward	25			Farragut	50	117	125
Fifth	100			Firemen's	17	75	80
Greenwich	100	350		Firemen's Trust	10	75	80
First	100	800		Franklin & Emp.	100	110	113
Fourth	100	130		German-American	100	190	198
Fulton	30	120		Germania	50	140	145
Gallatin	100	161		Globe	50	110	120
Garfield	100	110		Greenwich	25	240	250
German American	75	99 1/2		Guardian	100	60	65
German Exchange	100			Hamilton	15	110	115
Germania	100			Hanover	50	132	137
Greenwich	100			Hoffman	50	75	85
Hanover	100	146		Howard	50	65	70
Imp. & Traders	100	275		Importers & Trad's	50	85	90
Irving	50	140		Irving	100	60	70
Leather Manuf's	100			Jeherson	30	125	130
Manhattan	50	150		Kings County (Bkln.)	20	190	200
Marine	100			Knickerbocker	40	75	80
Market	100	140		Lamar	100	65	70
Mechanics	25	149 1/2		Long Is'd (B'klyn)	50	110	112 1/2
Mechanics & Traders	25	110		Lord & Taylor	25	55	60
Mercantile	100	117		Manufac. & Build.	100	110	115
Merchants	50	130 1/2	131 1/2	Manhattan	100	1	5
Merchants' Exch.	50			Mech. & Traders	25	115	120
Metropolis	100			Mechanics (B'klyn)	50	130	140
Metropolitan	100	171	180	Mercantile	50	60	65
Murray Hill	100			Merchants	100	107	109
Nassau	100			Montauk (B'klyn.)	50	105	108
New York	100	150		Nassau (B'klyn.)	50	135	150
New York County	100	130		N. Y. Equitable	35	145	150
N. Y. Nat. Exch.	100			N. Y. Fire	100	70	75
Ninth	100	126		N. Y. & Boston	100	1	6
North America	70			New York City	100	60	65
North River	25			Niagara	50	165	170
Oriental	25			North River	25	103	108
Pacific	50	166		Pacific	25	160	167
Park	100	168	170	Park	100	110	117
People's	25	140		People's cooper	20	155	165
People's & Traders	25	101 1/2		Phenix	50	140	143
Produce	50			Relief	50	58	65
Republic	100	140		Republic	100	75	85
St. Nicholas	100			Standard	25	120	125
Twelfth Ward	100	125		Standard	50	100	105
Second	100			Star	100	65	70
Shoe & Leather	100			Sterling	100	55	60
State of New York	100	140		Stuyvesant	25	120	126
Third	100			Traders' Exch.	25	65	70
Tradesmen's	40	115		United States	25	127	132
Union	50	164		Westchester	10	120	126
United States	100			Williamsburg City	50	215	225
Wall Street	50	102	105				
West Side	100						

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by Prentiss & Staples, Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period.	Rate.	Date.	* Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	May, '83	107	109
Citizens' Gas-L. (B'klyn.)	20	1,200,000	Var's	3	Jan., '83	77	80
Bonds	1,000	1,315,000	A. & O.	3 1/2	April, '83	105	110
Jersey City & Hoboken	50	1,315,000	F. & A.	5	Feb., '83	108	110
Manhattan	20	750,000	F. & A.	5	June, '83	155	165
Metropolitan	50	4,000,000	J. & J.	5	June, '83	232	236
Bonds	100	2,500,000	M. & N.	5	May, '83	187	189
Mutual (N. Y.)	500	7,500,000	F. & A.	3 1/2	April, '83	105	110
Bonds	100	3,000,000	M. & N.	5	April, '83	105	110
Nassau (B'klyn.)	1,000	1,500,000	M. & N.	6	1882	104	106
Scip.	25	1,000,000	Var's	3	Sept., '82	60	65
New York	Var's	7,000,000	M. & N.	5	May, '83	90	95
People's (B'klyn.)	10	4,000,000	M. & N.	5	May, '83	145	150
Bonds	1,000	375,000	M. & N.	3 1/2	May, '83	106	110
Central of New York	Var's	125,000	Var's	3	April, '83	90	95
Williamsburg	50	466,000	F. & A.	3	Feb., '83	80	90
Bonds	1,000	1,000,000	Quar.	1 1/2	Feb., '83	90	95
Metropolitan (B'klyn.)	100	1,000,000	M. & N.	3	Jan., '83	84	86
Municipal	100	3,000,000	M. & N.	5	April, '83	185	190
Bonds	100	750,000	M. & N.	6	1888	106	110
Fulton Municipal	100	3,000,000	J. & J.	6		102	104

[Quotations by H. L. GRANT, Broker, 145 Broadway.]

B'cker St. & Full. F. - Stk	100	900,000	J. & J.	3	Jan., '83	23	26
1st mort.	1,000	694,000	J. & J.	7	July, 1900	108	112 1/2
Brooklyn & 7th Av. - Stk	100	2,100,000	Q. - J.	2	April, '83	145	148 1/2
1st mort. bonds	1,000	1,500,000	J. & J.	6	June, '84	102	103
Brooklyn City - Stk	100	2,000,000	M. & N.	5	May, '83	210	216
1st mort.	1,000	300,000	M. & N.	7		102	110
Brooklyn (B'klyn.) - Stock	100	200,000	Q. - J.	3	April, '83	190	200
B'klyn. Cross-town - Stock	100	400,000	Q. - J.	4	April, '83	150	
1st mort. bonds	100	300,000	Q. - J.	2	1888	110	112
Bushy K. A. V. (B'klyn.) - Stk	100	500,000	Q. - J.	2 1/2	April, '83	150	
Cent. P. K. N. & E. R. V. - Stk	100	1,800,000	Q. - J.	2	April, '83	144	146
Consol. mort. bonds	1,000	1,200,000	J. & J.	7	Dec, 1902	115	117
Consol. ph' & 10th St - Stk	100	650,000	F. & A.	2	Feb., '83	110	115
Bonds	100	250,000	M. & N.	7	1890	103	108
Dry Dk. E. B. & Bat'y - Stk	100	1,200,000	Q. - F.	4	May, '83	245	260
1st mort. consol.	500 & c.	900,000	J. & J.	7	June, '93	114	117
Eighth Av. - Stock	100	1,000,000	Q. - J.	3	April, '83	240	
1st mort. bonds	1,000	1,000,000	J. & J.	7	June, '83	100	
42d & Grand St. Fy - Stk	100	748,000	M. & N.	6	May, '83	225	
1st mort.	100	236,000	A. & O.	7	April, '93	110	115
Central Cross-town - Stk	100	600,000				100	110
1st mort.	1,000	200,000	M. & N.	7	Nov, 1904	103	108
Honst. W. St. & Fy - Stk	100	250,000	J. & J.	7	July, '94	110	112 1/2
1st mort.	500	500,000	J. & J.	7	Jan., '83	186	195
Second Av. - Stock	100	1,199,500	J. & J.	5	April, '85	103	
3d mort.	1,000	1,500,000	A. & O.	7	Nov., '88	107	108
Consol.	1,000	1,050,000	M. & N.	7	Nov., '88	107	108
30th Av. - Stock	100	750,000	M. & N.	5	May, '83	225	230
1st mort.	1,000	500,000	Q. - J.	7	July, '90	110	115
Third Av. - Stock	100	2,000,000	J. & J.	5	May, '83	225	
1st mort.	1,000	2,000,000	J. & J.	7	July, '90	110	113
Twenty-third St. - Stock	100	600,000	A. & A.	4	Feb., '83	105	107 1/2
1st mort.	1,000	250,000	M. & N.	7	May, '93	113	114

* This column shows last dividend on stocks, but date of maturity of bonds.

SEcurities.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
BOSTON.					
Atch. & Topeka—1st, 7s.	119	119 1/2	Cam. & Amboy—6s, c, '89	109	
Land grant, 7s.	113		Mort., 6s, 1883	119	
Atlantic & Pacific—6s	97	97 1/2	Cam. & Atl.—1st, 7s, c, '93	119	
Income	35	35 1/2	2d, 6s, 1904		
Boston & Maine—7s			Cons., 6 p. c.	105	
Boston & Albany—7s			Cam. & Burl. Co.—6s, '97		
6s.			Calawassa—1st, 7s, con. c.		
Boston & Lowell—7s			Chat. M., 10s, 1888		
6s.			New 7s, reg. & coup.	122	
Boston & Providence—7s			Chart's V.—1st, 7s, 1901		
Burl. & Mo.—Ld. gr., 7s	116		Connect' 6s, cp., 1900-04	117	
Nebraska, 6s.	Ex.		Cor. Conant. Ant. del. 6s.		
Nebraska, 6s.	102 1/2	113	Delaware—6s, reg. & cp. V.		
Chic. Burl. & Q.—D. Ex.	84 1/2	84 1/2	Del. & Bound Br—1st, 7s	127 1/2	128
Conn. & Passumpsic—7s	112 1/2		East Penn—1st, 7s, 1888	106	
Connoton Valley—6s	23		Easton & Ambly—5s, 1920	103 1/2	
5s.	2 1/2		El & Wump—1st, 6s, 1910	117	
California Southern—6s.			5s, perpetual	100	
East'n, Mass., 6s, new.	110 1/2		Hartish'g—1st, 6s, 1883		
Port Scott & Gulf—7s	112 1/2		H. & B. T.—1st, 7s, c, 1890		
K. City Lawr. & So.—5s.	103		Cons. 5s, 1895	86	87
Little Rock & Ft. S.—7s, 1st	80 1/2	80 1/2	Itasca Ath.—1st, 6d, 7s		
Mass. Central—6s	69 3/4	70	Junction—1st, 6s, 1882		
Mexican Central—7s	103 1/2	104	2d, 6s, 1900	115 1/2	
N. Y. & N. England—6s.	113 1/2	114 1/2	Leh. V.—1st, 6s, c, R. '98		
N. Mexico & So. Pac.—7s			2d, 7s, reg., 1910		
Ogdensb. & L. Ch.—Con 6s			Cons. 6s, c, R. 1923	121	
Income			N. O. Pac.—1st, 6s, 1920	88 1/2	90
Old Colony—7s			No. Penn.—1st, 6s, cp., '85	104 1/2	
Pueblo & Ark. Val.—7s	113 1/2		2d, 7s, cp. 1896	124	
Rutland—6s, 1st.	103		Gen. 7s, reg. 1903	104 1/2	
Sonora—7s			Gen. 7s, cp. 1908	104 1/2	
T. Ch. & St. L.—1st, 6s.			Debutenture 6s, reg.		
Income	83 1/2	83 1/2	Norfolk & West.—Gen. 6s		
Dayton Division			Oil City & Chic.—1st, 6s		
Main line			Oil Creek—1st, 6s, coup.	123 1/2	
STOCKS.					
Atchison & Topeka	83 1/2	83 1/2	Pennsylv.—Gen. 6s, reg.	125	
Boston & Albany	174 1/2	179	Gen. 6s, cp. 1910	120	
Boston & Lowell	190		Cons. 6s, reg., 1905	106	
Boston & Maine	157		Cons. 5s, reg., 1919	126	
Boston & Providence	62		Pa. & N. Y. C.—7s, 1896		
Cheshire, preferred	21 1/2		7, 1906	126	
Chic. & West Michigan	167		Perkionen—1st, 6s, cp., '88		
Cinn. Sandusky & Cleve.	86		Phil. & Erie—2d, 7s, cp., '88	113	
Connecticut River	2 1/2		Cons. 6s, 1920	103 1/2	
Conn. & Passumpsic			Cons. 5s, 1920		
Connoton Valley			Phil. & Newt. & N. Y.—1st		
Eastern, Mass.	126	127	2d, 7s, reg., 1910		
Eastern & Hampsh.	29	29 1/2	Cons. 7s, reg., '01	123	
Pitchburg	106	106 1/2	Cons. 6s, g. i. R. C. 1911		
Flint & Pere Marquette	121		Imp. 6s, g. c. coup. 1897		
Preferred	129		Gen. 6s, g. c. coup. 1908		
Fort Scott & Gulf—Pref.	101	106 1/2	Gen. 7s, coup. 1908		
Common	86		Income, 7s, cp., 1896	93 1/2	
Iowa Falls & Sioux City	81 1/2		Cons. 1st ser. c. 1922		
Little Rock & Ft. Smith	26		Cons. 5s, 2d ser. c. 1933	85	87
Maine Central	92		Conv. Adj. Serp. '85-88	68	
Manchester & Lowell	46 1/2	46 1/2	Debutenture coup. 1893	116	117
Mary. Hought'n & Onton			Dep. coup. off. 1893		
Preferred			Serp. 1882		
Nashua & Lowell			Conv. 7s, R. C. 1893		
N. Y. & N. England	35 1/2	36	Conv. 7s, coup. off. 1893		
Norfolk & N. Hampsh.	110		Cons. 7s, coup. off. Jan. '81		
Norwich & Worcester	112 1/2		Phil. W. & Bal.—W. 1st, 6s	94	
Ogdensb. & L. Champlain	142 1/2	143	Pitts. Cin. & St. L.—7s, reg.	97	
Old Colony	111	112	Pitts. Titus. & B.—7s, cp.	122	
Portland & Sag. & Portm.	129		Rich. & Dan.—Cons. 6s	125	126
Pullman Palace Car.	19		Shamrock & N. Y. C.—7s	94	
Rutland—Preferred	129		Sunbury & Erie—1st, 7s	30	
Revere Beach & Lynn	112 1/2		Sunb. Hanz. & W.—1st, 5s		
Rt. Cinn. & St. Louis	31	3 1/2	2d, 6s, 1938		
Wern't. Massachusetts	50		Sy. Gen. & Conn.—1st, 7s		
Worcester & Nashua.	22 1/2		Union & Titusv.—1st, 7s	99	
Wisconsin Central			United N. J.—Cons. 6s, '94		
Preferred			Cons. 6s, gold, 1901		
PHILADELPHIA.					
ALLEGANY VALLEY			Cons. 6s, gold, 1923	95 1/2	
Allegheny Valley			Warren & F.—1st, 7s, '96	114	
Buffalo Pittsb. & West'n	14 1/2	15	West Chester—Cons. 7s	116	
Preferred	28 1/2	29 1/2	W. Jersey—1st, 6s, cp., '96	112	
Camden & Atlantic.			2d, 7s, 1890	106	
Preferred			Cons. 6s, 1909	102	
Catawissa			W. Jersey & Atl.—1st, 6s, C.	110	
1st preferred.	58		Western Penn.—6s, coup.	108	
2d preferred.	57		6s, P. B., 1896		
Delaware & N. York	134		Gen. 6s, coup. 1901		
Delaware Pennsylvania.	41		CANAL BONDS.		
Elmhira & Williamsport.	57		Ches. & Del.—1st, 6s, 1886	80	82
Preferred	41		Lehigh Nav.—6s, reg., '94	102	
Har. P. Mt. Joy & Lancaster	129		Cons. 7s, reg. 1911	115	116
Preferred	29	16 1/2	Greenw'd Tr. 7s, reg.	121 1/2	122 1/2
Lehigh Valley			Morris—Boat Loan, gr. 85		
Preferred	60	63 1/2	Pennsylv.—6s, cp. 1910.	88	
Attn. Schuylkill	63 1/2	63 1/2	Sch. & C. Del. & B. O. N. Ds.	107	
Finchell & Sch. Haven	52	53	2d, 6s, reg., 1907	91 1/2	
Nesquehoning Valley			BALTIMORE.		
Norfolk & West'n—Com.			RAILROAD STOCKS.		
Preferred			Baltimore & Ohio.	100	138
Northern Central			1st pref.	190	199
North Pennsylvania			2d pref.	127	170
Pennsylvania			Baltimore & O. Br.	50	87 1/2
Altogetts.			Northern Central	50	58 1/2
Philadelphia & Norristown	18 1/2	22	Western Maryland	50	12
Phila. Newt. & N. Y.	28 1/2	29	Central Ohio—Com.	50	51 1/2
Phila. & Reading			Pittsburg & Connellyville		
Phila. & Pott. & Balt.			W. Va. & O. & N. Ds.		
Pittsb. Cin. & St. L.—Com.			Atlanta & Chd.—1st	108 1/2	109
St. Paul & Duluth—Com.			Inc.		
Preferred			Balt. & Ohio—6s, '85, A. & O.	103 1/2	103 1/2
Atlantic N. J. Companies.	192	193	Chas. Col. & Aug.—1st.	100 1/2	
West Chester—Cons. pref.	37 1/2	40	Columbia & Greenv.—1sts	99	99 1/2
West Jersey	45 1/2	45 1/2	2ds	104 1/2	105
West Jersey & Atlantic.			N. W. Va.—3d, guar. J. & J.	81	81 1/2
Lehigh Navigation			No. Cent.—6s, '85, J. & J.	105	
Pennsylvania			6s, 1900, A. & O.	117	
Schuylkill Navigation			6s, gold, 1900, J. & J.	120	
Preferred			Cen. Ohio—6s, 1st, M. & N.	109 1/2	
ALLEGANY RAILROAD BONDS.			W. Va. & O. & N. Ds. J. & J.	115 1/2	116 1/2
7s, E. ext. 1910.			1st, 1890, J. & J.		
Inc. 7s. end. coup. '94			2d, guar. J. & J.		
Val'del. Del.—1st, 6s, 1902	103		2d, pref.	110	
2d, 6s, 1887	105		2d, 2d, pref. W. Co. C. & J.	114	
Buff. N. G. & Phil.—1st, 6s			6s, 3d, guar. J. & J.	125 1/2	126
2d, 6s, 1904			Mar. & Cin.—7s, '91, F. & A.	133	134
1st, 7s, 1922			2d.	105	105 1/2
Buff. Pitts. & W.—Gen. 6s			8s, 3d, J. & J.	52 1/2	53 1/2

RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained.

Roads.	Week or Mo.	Latest Earnings Reported.		Jan. 1 to Latest Date.	
		1883.	1882.	1883.	1882.
		\$	\$	\$	\$
Ala. Gt. Southern	April.....	72,625	57,007	324,346	253,197
Atch. Top. & S. Fe	April.....	1,166,086	1,164,335	4,347,126	4,560,108
Bur. Fed. R. & N.	3d wk May	49,612	45,111	957,415	1,001,963
Canad'n Pacific	4th wk May	204,000	74,000	1,637,502	618,815
Central of Ga.	April.....	194,600	158,712	1,116,500	1,019,617
Central Iowa	April.....	110,394	84,417	484,290	445,522
Central Pacific	May.....	2,069,000	2,342,298	9,372,166	9,326,866
Chesap. & Ohio	April.....	279,660	267,454	1,122,871	879,697
Chicago & Alton	4th wk May	181,698	179,433	3,105,543	2,816,864
Chic. Bur. & O.	April.....	1,824,132	1,530,839	7,457,415	6,213,190
Chic. & East. Ill.	4th wk May	35,216	41,359	613,866	677,757
Chic. & Gr. Trunk	4th wk May	48,022	35,509	1,119,979	824,175
Chic. Mil. & St. P.	4th wk May	697,000	560,619	8,667,000	7,517,798
Chic. & Northw.	4th wk May	837,672	837,472	6,629,607	8,571,730
Ch. St. L. & N. W.	4th wk May	147,125	141,213	1,809,074	1,853,970
Chic. & W. Mich.	1st wk May	28,293	25,929	498,257	497,243
Ch. Ind. St. L. & C.	3 wks May	137,837	131,077	899,112	933,945
Cincinnati & South	March.....	.....	.....	565,924	603,210
Clev. Akron & Col.	4th wk May	14,577	15,582	203,886	192,290
Col. Hock. V. & T.	March.....	62,239	58,584	.....	.....
Danbury & Nor.	March.....	19,900	14,419	.....	.....
Den. & Rio Gr.	4th wk May	171,000	191,600	2,496,000	2,580,499
Den. & R. Gr. W.	4th wk May	27,000	22,100	.....	.....
Des. Mo. & Ft. D.	3d wk May	4,897	5,933	107,872	141,842
Det. Lan. & N. O.	3d wk May	28,231	28,489	550,036	584,552
Dub. & Sioux C.	3d wk May	22,902	22,821	394,246	424,014
Eastern	3 wks May	190,783	180,881	1,244,469	1,126,149
E. Tenn. Va. & Ga.	May.....	278,837	231,146	1,519,285	1,189,390
Eliz. Lex. & B. S.	April.....	54,280	36,246	210,716	132,118
Evans. & T. H.	April.....	13,865	17,497	268,830	363,878
Flint & P. Mar.	4th wk May	73,716	66,810	1,052,337	891,927
Flor. Cent. & W.	1st wk May	8,096	7,087	148,341	149,463
Flor. Tr. & Pen.	1st wk May	10,105	9,228	173,573	156,498
Ft. W. & Denver	3d wk May	8,850	.....	.....	.....
Georgia	March.....	148,041	114,257	425,738	350,155
Grand Trunk	Wk May 26	138,348	298,337	6,745,284	6,182,645
Gr. Bay W. & T. H.	4th wk May	11,354	11,380	157,695	149,330
Gulf Coast & Ind.	4th wk May	62,913	62,913	621,913	363,878
Hannibal & St. Jo.	4th wk May	59,610	54,166	1,001,637	777,403
Hous. E. & W. Tex.	April.....	24,884	24,131	98,037	75,922
Hous. & Tex. Cen.	March.....	.....	.....	768,103	575,815
Illinois Cent. (Ill.)	4th wk May	142,426	144,759	2,546,538	2,666,189
Do (Iowa)	4th wk May	45,240	37,987	775,522	765,777
Do So. Div.	4th wk May	70,682	57,406	1,726,876	1,349,830
Ind. Bloom. & W.	4th wk May	49,277	49,935	1,169,938	964,569
K. C. Ft. & G. N.	3d wk May	29,339	29,339	.....	.....
K. C. Law. & So.	April.....	112,065	68,107	415,869	294,543
L. Erie & West'n	4th wk May	35,673	32,623	551,573	530,481
L. R. & Ft. Smith	April.....	42,200	30,679	217,942	167,236
L. R. M. Riv. & T.	May.....	28,516	19,732	157,385	98,323
Long Island	4th wk May	52,079	47,770	793,295	721,851
Louis. & Mo. R.	March.....	59,800	57,500	.....	.....
Louis. & Nashv.	4th wk May	342,990	319,305	5,272,944	4,905,429
Mar. Hough. & O.	April.....	17,276	33,919	73,479	106,652
Mem. & Charl.	May.....	86,388	74,007	484,970	426,889
Mexican Cent.	2d wk May	36,123	.....	656,768	.....
Do No. Div.	3d wk May	5,132	.....	92,214	.....
Mexican Nat'l	3d wk May	16,918	.....	291,915	.....
Mil. L. S. & West.	4th wk May	28,575	21,678	378,050	337,975
Missouri Pacific	4th wk May	267,789	179,152	3,536,135	2,679,891
Central Br'ch.	4th wk May	92,378	19,945	519,923	1,229,174
Int. & Gt. No.	4th wk May	87,752	94,246	1,496,519	1,229,174
Mo. Kan. & T.	4th wk May	197,834	158,345	2,761,101	2,191,422
St. L. R. Mt. & S.	4th wk May	190,327	195,140	2,923,841	2,701,603
Tex. & Pacific	4th wk May	171,497	136,166	2,380,328	1,735,935
Whole System	4th wk May	596,072	783,291	13,667,659	10,864,806
Mobile & Ohio	May.....	143,294	134,377	804,040	742,765
Nash. Ch. & St. L.	March.....	1,429,336	1,393,935	7,602,248	6,960,459
N. Y. L. E. & West.	March.....	1,696,969	1,567,633	4,505,454	4,191,338
N. Y. & N. Eng'ld	May.....	290,951	289,722	1,334,679	1,247,091
N. Y. Susq. & W.	April.....	78,511	52,152	290,289	189,150
N. Y. Pa. & Ohio	April.....	463,678	450,555	.....	.....
Norfolk & West.	May.....	194,261	185,323	994,422	850,116
Northern Cent.	April.....	476,335	420,490	1,969,317	1,656,198
Northern Pac.	April.....	229,436	198,781	2,721,336	1,954,469
Ohio Central	4th wk May	27,796	.....	390,740	.....
Ohio Southern	4th wk May	7,669	8,528	164,572	144,214
Oregon & Cal.	April.....	67,069	.....	.....	.....
Oregon Imp. Co.	April.....	312,901	258,678	1,084,716	962,527
Oregon R. & N. Co.	May.....	427,600	412,213	1,882,200	1,894,704
Pennsylvania	April.....	4,661,750	3,555,850	13,892,702	14,448,214
Pac. Dec. & C.	3d wk May	13,241	12,195	253,214	293,161
Philadelp. & Erie	April.....	317,835	278,511	1,325,108	1,042,459
Phila. & Read.	April.....	1,726,616	1,709,712	6,458,494	6,113,297
Do C. & Iron	April.....	1,193,002	999,994	4,228,023	3,794,600
Richm. & Danv.	3d wk May	152,000	135,500	1,372,428	1,305,456
Ch'l Col. & Aug.	3d wk May	15,996	16,494	320,982	270,577
Columb. & Gr.	3d wk May	14,833	15,123	313,698	279,133
Do Midland	3d wk May	118,077	115,883	515,143	410,357
West No. Car.	3d wk May	13,560	11,417	107,598	67,242
St. Johns & L. C.	March.....	18,147	17,681	49,487	47,110
St. L. Alt. & T. H.	3d wk May	21,813	22,872	536,201	477,709
Do (breks)	4th wk May	19,790	22,335	328,531	337,287
St. Louis & Cairo	4th wk May	10,116	7,192	148,953	143,999
St. L. & San Fran.	4th wk May	100,422	88,701	1,437,055	1,272,623
St. Paul & Dul.	4th wk May	38,134	27,861	399,707	336,891
St. P. Minn. & M.	4th wk May	255,783	319,588	3,148,704	2,774,616
St. Pac. Cal. N. D.	February	159,436	149,235	1,112,140	1,112,140
Do So. Div.	February	279,922	348,925	579,659	666,445
Do Arizona	February	161,782	241,318	341,783	437,392
Do N. Mex.	February	49,346	22,601	105,920	89,070
Scioto Valley	April.....	37,762	41,408	152,599	154,621
South Carolina	April.....	78,936	78,386	494,923	443,498
Union Pacific	17 dys May	1,270,000	1,360,000	9,924,991	10,143,842
Utah Central	April.....	91,350	130,485	396,980	490,182
Vicksburg & Mer.	April.....	29,801	30,718	169,410	157,212
Wab. St. L. & P.	4th wk May	411,872	383,738	.....	.....
West Jersey	April.....	76,022	69,963	276,746	246,425
Wisconsin Cent.	April.....	124,686	.....	.....	.....

Freight earnings. Included in Central Pacific earnings above.

Coins.—The following are quotations in gold for various coins:	
Sovereigns.....	\$4 32 @ \$4 86
Napoleons.....	3 82 @ 3 87
5 Reichsmarks.....	4 72 @ 4 76
5 Guilders.....	3 95 @ 3 99
Spanish Doubloons.....	15 50 @ 15 65
Mex. Doubloons.....	15 45 @ 15 60
One silver bars.....	1 06 1/2 @ 1 09 1/2
Five gold bars.....	1 06 1/2 @ 1 09 1/2
Dimes & 1/2 dimes.....	99 1/2 @ par
Silver 1/2 & 1/4.....	99 1/2 @ par
Five francs.....	92 1/2 @ par
Mexican dollars.....	85 1/2 @ 86 1/2
Do uncommenced.....	84 1/2 @ 85 1/2
Peruvian soles.....	81 @ 82
English silver.....	4 75 @ 4 82
Russ. silv. thalers.....	68 @ 69
U. S. trade dollars.....	100 1/2 @ 101 1/2
U. S. silver dollars.....	99 1/2 @ 100

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on June 2:

Banks.	Capital.	Average amount of—				
		Loans and discounts.	Specie.	Legal Tenders.	Net dep'ts other than U. S.	Circulation.
New York.....	2,000,000	9,032,000	1,192,000	658,000	8,178,000	465,000
Manhattan Co.	2,050,000	7,395,000	2,450,000	283,000	6,878,000	350,000
Mechanics.....	2,000,000	7,157,200	879,000	640,000	6,121,000	350,000
Union.....	1,300,000	7,232,300	1,154,700	450,000	6,119,000	350,000
American.....	3,000,000	7,232,300	1,154,700	450,000	6,119,000	350,000
Phoenix.....	1,000,000	3,247,000	450,000	19,500	2,798,000	267,000
City.....	1,000,000	7,558,500	5,110,700	308,000	10,500,000	1,000,000
Trustmen's.....	1,000,000	3,140,000	3,000,000	14,000	1,000,000	700,000
Fulton.....	600,000	1,658,800	314,100	143,600	1,000,000	700,000
Chemical.....	300,000	1,363,800	464,300	549,500	1,463,900	700,000
Merch'nts Exch.	1,000,000	1,311,400	307,700	444,400	2,814,400	281,700
Gallatin Nat'l	1,000,000	3,322,400	607,700	444,400	2,814,400	281,700
Butchers & Drov.	300,000	1,109,000	389,000	69,200	1,458,000	700,000
Mechanics & Tr.	2,000,000	950,000	158,000	135,000	1,030,000	450,000
Greenwich.....	200,000	1,000,000	60,000	14,000	1,062,000	.....
Leather Man'frs.	600,000	3,362,200	372,500	286,500	1,602,800	2,600,000
Seventh Ward.	300,000	1,186,000	557,000	135,700	1,297,300	524,000
State of N. York.	800,000	4,228,400	284,100	101,200	3,800,200	18,000
American Exch.	5,000,000	12,407,000	1,490,000	1,281,000	9,843,000	18,000
Commerce.....	5,000,000	15,534,000	2,485,400	1,053,000	11,312,000	1,601,000
Broadway.....	1,000,000	5,707,400	1,259,300	293,700	4,419,100	1,000,000
Mercantile.....	1,000,000	4,477,000	1,183,000	5,000,000	6,400,000	700,000
Pacific.....	422,700	2,788,000	505,900	264,300	2,500,000	.....
Republic.....	1,500,000	4,273,000	447,500	438,000	2,880,000	450,000
Chatham.....	450,000	3,475,500	597,200	575,300	3,749,800	.....
People's.....	200,000	1,370,700	1,270,000	120,400	1,666,200	540,000
North America.	700,000	2,305,000	345,000	222,000	2,900,000	.....
Hanover.....	1,000,000	5,609,300	1,942,700	822,100	10,507,300	60,000
Irving.....	500,000	3,049,400	265,500	347,200	2,806,600	414,200
Metropolitan.	3,000,000	12,612,000	1,753,000	61,000	9,406,000	2,180,000
Citizens.....	800,000	2,399,000	483,100	231,000	2,566,000	208,100
Nassau.....	500,000	2,211,100	177,100	213,100	2,522,000	208,100
Market.....	500,000	2,419,000	10,300	2,880,100	452,000	.....
St. Nicholas.....	500,000	2,449,700	231,900	47,700	1,974,300	452,000
Shoe & Leather.	500,000	2,721,000	614,000	255,000	3,298,000	450,000
Corn Exchange.	1,000,000	4,674,700	58,000	22,000	3,409,500	4,000
Traders' & B.	1,000,000	3,474,000	314,100	143,600	4,458,000	450,000
Oriental.....	300,000	2,137,400	110,300	509,500	2,115,100	.....
Marine.....	400,000	3,189,000	651,000	241,000	3,690,000	270,000
Importers & Tr.	1,500,000	18,771,000	5,733,300	579,400	22,740,700	1,307,000
First Nat'l	200,000	2,437,000	243,000	114,000	2,553,000	400,000
Wall St. & Tr.	500,000	1,591,100	242,300	114,000	1,553,900	300,000
North River.....	210,000	1,447,000	23,000	251,000	1,455,000	.....
East River.....	350,000	1,122,700	113,800	134,200	905,900	224,000
Fourth National	1,000,000	1,350,000	1,350,000	1,350,000	1,350,000	540,000
Central Nat'l.	2,000,000	7,900,000	1,047,000	1,446,000	8,722,000	.....
Second National	300,000	3,805,000	510,000	510,000	3,151,000	80,000
Ninth National.	720,000	5,538,800	1,311,100	677,500	5,084,600	599,000
Third National.	1,000,000	1,414,100	1,414,100	1,414,100	1,414,100	44,900
Third National.	1,000,000	3,801,100	500,700	737,000	3,253,300	.....
N. Y. Nat. Exch.	300,000	1,410,120	124,600	135,400	1,070,100	209,000
Bowery National.	250,000	1,706,100	241,300	118,000	1,894,100	200,000
St. Nicholas & Tr.	500,000	1,553,000	1,553,000	1,553,000	1,553,000	180,000
German Nat'l.	75,000	2,754,100	298,700	82,300	2,275,500	.....
Chase National.	300,000	4,501,000	1,108,900	404,600	5,723,500	45,000
Fifth Avenue.....	100,000	2,114,700	461,900	81,900	2,232,700	.....
German Exch.	200,000	1,677,000	1,677,000	1,677,000	1,677,000	.....
Germania.....	300,000	1,775,000	98,600	20,100	1,814,000	.....
U. S. Nat.....	500,000	5,142,000	952,800	250,800	5,373,300	450,000
Lincoln Nat.....	300,000	1,231,800	190,400	157,400	1,299,600	50,000
Garfield Nat.....	200,000	879,700	19,400	141,700	705,400	180,000
Total.....	61,192,700	317,575,800	62,251,500	24,552,500	310,924,400	16,191,300

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the *Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies*. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

ANNUAL REPORTS.

Canada Southern Railway.

(For the year ending December 31, 1882.)

The annual report says that the number of miles of road operated in 1882 was the same as in 1881—403.64, of which 229.20 miles are main line (International Bridge to Amherstburg, Ontario), and 174.44 miles are branches and tributary roads. The main line, the Toledo Canada Southern & Detroit Railway, the road of the Canada Southern Bridge Company and 15 miles of the Erie & Niagara Railway, are laid with steel rails—a total of 303.73 miles.

The amount charged to construction account during 1882 was \$548,592, the details of which are as follows: Essex Centre and Windsor Branch, \$442,141; new buildings, \$1,704; new bridges, \$41,134; new sidings, \$34,130; new telegraph, \$8,977; new water stations and reservoirs, \$4,000; new fences and crossings, \$7,064; new tools, land and all other purposes, \$9,439—total for 1882, \$548,592; in 1881, \$76,227; 1880, \$127,746; 1879, \$310,128; 1878, \$85,011—total for five years, \$1,147,707.

Nothing was charged to equipment account in 1882. The locomotive equipment remains the same as at the close of 1881. The passenger equipment shows an increase of six over the number given in last report, being for four new second class coaches and two new express cars, built in company's shops and charged in operating expenses. Freight equipment shows an increase of thirty-one, being for two new stock and twenty-nine new gondola cars, built in St. Thomas shops.

Mr. W. H. Vanderbilt, the President, says in his report:

"The unfavorable conditions which so seriously affected the business of 1881 continued, with little modification, through the first half of 1882; but the settlement of the trunk line difficulties was felt during the later months of the year in a larger business and at better rates. This favorable condition still continues with every prospect of permanency, and promises very satisfactory results for the ensuing year.

"During the year covered by this report, two very important measures have been adopted, which promise the most favorable results to all interested in the property. First, it was decided to make the principal western terminus of the road at Windsor, opposite Detroit, and there to make direct connection, by ferry, with the Michigan Central RR; and, secondly, an agreement was entered into with the Michigan Central RR Co. for a term of twenty-one years, whereby that company is to operate this company's lines in connection with its own, making practically one road or system of roads from the Niagara River to Chicago and the other western points reached by the Michigan Central, the gross earnings of the whole system to be applied first to the payment of the operating expenses and the fixed charges of both companies, and the net surplus to be then divided in the proportion of two-thirds to the Michigan Central and one-third to the Canada Southern. In order to make the desired connection at Detroit, it became necessary to build about fifteen miles of main line, from Essex Centre to Windsor, and to provide extensive terminal facilities at the latter point; but in view of the fact that the distance to Detroit would thus be reduced about fifteen miles, and that this connection would be a necessity if the arrangement then contemplated with the Michigan Central should be perfected, it was thought best to undertake the work at once and to push it forward as rapidly as possible. The agreement with the Michigan Central Railroad Company, to which the shareholders of this company gave their consent at the special meeting in November last, also requires that this company shall acquire the control of a bridge over the Niagara River, to give it an independent connection with the New York Central and other roads on the American side, and that it shall make other extensive improvements and additions to its property, in order to accommodate the largely increased volume of traffic which is expected to be thrown upon it."

The following comparative statistics have been compiled for the CHRONICLE.

ROAD AND EQUIPMENT.

	1880.	1881.	1882.
Total miles operated	404	404	404
Locomotives	89	89	89
Passenger, mail and express cars	61	61	67
Freight cars	2,652	2,638	2,667

OPERATIONS AND FISCAL RESULTS.

	1880.	1881.	1882.
Passengers carried	468,640	569,094	617,598
Passenger mileage	31,549,322	40,917,987	46,602,560
Rate per passenger per mile	2.97 cts.	1.746 cts.	1.924 cts.
Freight (tons) moved	2,052,945	2,273,241	2,128,540
Freight (tons) miles	454,199,333	437,965,507	443,212,549
Average rate per ton per mile	0.643 cts.	0.531 cts.	0.552 cts.

	1880.	1881.	1882.
Earnings—			
Passenger	\$721,666	\$714,440	\$896,518
Freight	2,918,132	2,590,769	2,447,068
Mail, express, &c.	62,881	61,051	73,373
Total gross earnings	\$3,702,679	\$3,366,260	\$3,416,959
Operating expenses—			
Maintenance of way, &c.	\$296,175	\$348,937	\$278,662
Maintenance of equipment	388,584	410,343	385,228
Transportation expenses	1,620,605	1,791,752	1,841,353
Taxes	15,041	15,711	33,224
Miscellaneous	85,935	107,602	88,709

Total (including taxes)	\$2,406,340	\$2,672,345	\$2,597,179
Net earnings	\$1,299,339	\$696,915	\$819,780
P. e. of operat'g exp'ses to earn'gs.	64.94	79.31	76.01

INCOME ACCOUNT.

	1880.	1881.	1882.
Receipts—			
Net earnings	\$1,299,339	\$696,915	\$819,780
Other receipts	77,901	9,657	12,010
Total income	\$1,377,240	\$706,572	\$831,790
Disbursements—			
Interest on debt	\$407,800	\$678,625	\$679,231
Discharge of balances, old lines	423,285		
Dividends	(21)375,000		
Miscellaneous	36,301	88,651	1,059

Total disbursements	\$1,242,387	\$767,276	\$680,290
Balance	Sur. 134,853	Def. 60,704	Sur. 151,500

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

	1880.	1881.	1882.
Assets.			
Railroad, buildings, equip'm't, &c.	\$23,904,892	\$23,981,119	\$24,525,325
Stocks owned, cost	1,637,303	1,637,303	1,441,103
Bonds owned, cost	3,300,032	3,310,033	3,348,033
Bills and accounts receivable	202,305	220,310	230,205
Materials, fuel, &c.	397,067	270,654	283,551
Cash on hand	545,028	473,854	349,168
Uncollected bal. & freight charges	568,146	286,738	548,690

Total	\$30,551,773	\$30,180,031	\$30,925,975
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	1880.	1881.	1882.
Liabilities.			
Stock, common	\$15,000,000	\$15,000,000	\$15,000,000
Funded debt, (see SUPPLEMENT)	13,760,789	13,768,038	13,802,938
Bills and accounts payable	795,022	704,243	1,259,866
Coupons payable	208,603	353,098	367,019
Dividends No. 1	375,000		
Income account	415,359	354,652	506,182

Total liabilities	\$30,554,773	\$30,180,031	\$30,925,975
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*Stocks owned as follows: Canada Southern Bridge Co., \$150,000; Toledo Can. So. & Detroit R'y Co., \$358,000; Erie & Niagara R'y Co., \$100,000; Mich. Midland & Canada R.R. Co., \$204,125; N. Y. Central Sleeping Car Co., \$28,878; International Bridge Co., \$100.

†First mortgage bonds owned as follows: Canada Southern Bridge Co., \$900,000; Toledo Canada So. & Detroit R'y Co., \$1,500,537; Erie & Niagara R'y Co., \$600,000; Mich. Midland & Canada R.R. Co., \$257,495.

Milwaukee Lake Shore & Western.

(For the year ending December 31, 1882.)

The annual report of the Milwaukee Lake Shore & Western Railway Company for the year ending Dec. 31, 1882, is completed and will be submitted to the stockholders at the annual meeting, to be held Wednesday, June 13, next. The total number of miles of road operated Dec. 31 was 336, of which all but 4 miles, running from Milwaukee to Lake Shore Junction and leased from the Chicago & Northwestern Company, is its own property. President Rhinelander calls attention to the fact that since Jan. 1, 1883, the Milwaukee Lake Shore & Western Railway Company has been consolidated with the Vieux Desert & Lake Superior Railroad Company, a corporation organized under the laws of Michigan. This was done so that a road in Michigan could be constructed and operated as an extension of the Wisconsin road by one and the same corporation. The consolidated company bears the same name as the old Wisconsin corporation, and its organization and powers are substantially the same, except that it is authorized to construct and operate a road in Michigan, and its authorized common capital stock is \$5,000,000.

A general exhibit for the year makes the following showing in comparison with 1881:

	1882.	1881.
Earnings.		
Freight	\$593,364	\$423,976
Passenger	275,624	185,402
Mail	14,022	12,807
Express	6,919	3,338
Miscellaneous	16,389	10,134
Other receipts	906,318	635,659
Total receipts	909,907	637,485
Operating expenses and taxes	578,044	423,070
Net receipts	331,863	214,415
Interest on funded debt	199,071	153,065
Surplus	132,792	61,419
Interest on income bonds	30,000	
Balance	\$102,792	

IMPROVEMENT EXPENDITURES.

The company's expenditures for construction, improvement and equipment in 1882 were as follows:

New bridges, buildings, stations, etc.	\$213,577
New equipment	251,123
Expended on Northern Division	384,632
Expended on Wolf River Division	42,882
Expended on Pelican Division	222,162
Total	\$1,113,778

Payments during the year on account of the Vieux Desert & Lake Superior Railway have amounted to \$11,537. A total amount of \$20,578 has been paid on this railway, and a total amount of \$105,416 has been expended on improvements at Ledyard.

GENERAL BALANCE SHEET DEC. 31, 1882.

Assets.	
Cost of road and equipment.....	\$11,080,545
Capital stock preferred—in trust.....	35,749
Material and fuel on hand.....	104,122
Real estate.....	13,004
Cash in Milwaukee.....	35,159
Cash in New York.....	31,275
Due from United States Government.....	3,428
Due from American Express Company.....	3,788
Due from agents.....	25,420
Due from Vieux Desert & Lake Superior R.R. Co.....	20,578

Total.....\$11,350,072

Liabilities.	
Capital stock.....	\$6,000,000
Consolidated first mortgage bonds.....	3,615,000
Northern division bonds.....	199,000
Income bonds.....	500,000
Equipment bonds.....	170,000
Accrued interest on bonds.....	49,472
Railroad equipment notes.....	14,756
Due Gordon Norie, Treasurer.....	45,118
Unpaid labor uncalled for.....	16,001
December pay-roll.....	46,150
Current vouchers.....	46,205
Due R.R. companies and various persons—balance of acc'ts.....	363
Due for steel rails.....	63,343
Loans payable in Milwaukee.....	50,000
Loans payable in New York.....	60,000
Due for equipment.....	51,952
Income account.....	422,707

Total.....\$11,350,072

Concord Railroad.

(For the year ending March 31, 1883.)

The annual report says that during eleven months of the year the road was operated in connection with the Boston & Lowell Railroad, under a joint business contract, for which time a percentage of certain joint receipts and expenditures was apportioned to each road, making the gross amount of each for this road appear somewhat more than it otherwise would have been. The net receipts of the Concord road were not, however, materially changed thereby, and the result of the operation of the road for the year has been favorable, as will appear by the following statement of receipts and expenditures:

RECEIPTS.		1882-3.	1881-2.
Local passengers.....	\$397,319	\$338,030	\$338,030
Through passengers.....	104,120	104,120	104,120
Local freight.....	414,470	399,733	399,733
Through freight.....	315,695	299,553	299,553
Rents.....	15,876	12,005	12,005
Express.....	22,445	18,107	18,107
Mails.....	11,938	11,721	11,721
Miscellaneous receipts.....	36,013	78,391	78,391
Total gross receipts.....	\$1,317,879	\$1,258,419	\$1,258,419
Expenditures.....	887,562	787,211	787,211
Net receipts.....	\$430,317	\$471,208	\$471,208

Net receipts.....\$430,317

From which has been paid—		1882-3.	1881-2.
Taxes on capital stock.....		33,798	33,798
Manchester & Lawrence Railroad.....		58,688	58,688
Manchester & Keen's Railroad.....		39,308	39,308
Rent Concord & Portsmouth Railroad.....		25,000	25,000
Rent Suncook Valley Railroad.....		14,775	14,775
Rent Nashua Acton & Boston Railroad.....		11,100	11,100
Improvements at Concord.....		10,069	10,069
Reserved for future improvements at Concord.....		28,000	28,000
Reserved for through line freight cars and passenger cars.....		50,000	50,000
Passenger equipment, Boston & Montreal express line.....		9,195	9,195
		\$279,934	\$279,934

Leaving a balance of.....\$150,383

From which two dividends of 5 per cent each have been paid.....150,000

Leaving amount carried to contingent fund.....\$383

"There were included in the receipts for the previous year \$48,455 for old rails sold, and the income of that year for earnings was apparently increased by this amount. There is included in the expenses herein the amount of \$73,807, which has been paid as this road's proportion of the new locomotives and cars purchased during the last year.

"The business connection with the Boston & Lowell Railroad, referred to in last year's report, has been annulled, this corporation having received notice from the Boston & Lowell Railroad that a continuance of the same would be unsatisfactory to that company."

Northern Railroad (N. H.)

(For the year ending March 31, 1883.)

The report says: "A comparison of the results of the business for the past year with that of the former year shows quite an increase in the gross receipts, with a comparatively small increase in the amount of expenses. The net income is consequently materially larger than that for the preceding year, caused principally by a reduction of expenses, which is largely attributed to the laying of the main line of road with steel rails, which not only reduces the expense of repairs of track, but also that of rolling-stock generally. * * *

"The indebtedness of the corporation consists of coupon notes amounting to \$97,000, due Jan. 1, 1884, and the guaranty by this corporation of bonds of the Concord & Claremont, N. H., Railroad to the amount of \$500,000, of which this corporation owns \$200,500. It also continues to purchase the semi-annual interest coupons on one hundred thousand dollars of bonds of the Peterborough & Hillsborough Railroad, amounting to \$6,500 per annum."

EARNINGS AND EXPENSES.

From—	1882-3.	1881-2.
Passengers.....	\$178,167	178,821
Merchandise.....	379,538	329,039
Express.....	7,500	7,500
Mails.....	15,111	11,691
Rents.....	3,310	3,330
Expenses and taxes.....	\$583,627	528,404
	416,077	405,675
Net.....	\$167,550	\$122,729

INCOME ACCOUNT FOR 1882-83.

The balance of income per last report was.....	\$150,820
The net earnings for 1882-83.....	\$167,550
Balance of interest account.....	58,493
	\$226,643
Paid dividend of Dec. 1, 1882.....	\$89,919
Dividend of June 1, 1883.....	89,919
	179,838
Leaving balance of income account.....	\$197,026

Manchester & Lawrence Railroad.

(For the year ending March 31, 1883.)

The thirty-fifth annual report of the directors of this road gives the following balance sheet as of March 31, 1883:

Assets.		Liabilities.	
Construction.....	\$1,000,000	Capital stock.....	\$1,000,000
Telegraph.....	4,770	Dividends unpaid.....	7,409
Hookset branch.....	18,000	Interest.....	5,234
New car acc't, Vt. Cent.....	17,353	Dividend, May 1, 1883.....	50,000
Concord M. & L. R.R.....	32,000	Income and expenses.....	115,827
4209 ¹ / ₂ sh. Suncook V.R.R.....	42,040		
37 sh. Mt. Wash'n R.R.....	3,700		
Notes.....	9,000		
Cash.....	51,608		

Total.....\$1,178,471

Total.....\$1,178,471

Receipts and expenses of the year were as follows:

Gross earnings.....	\$180,498
Operating expenses.....	89,242
Net earnings.....	\$100,255
From which dividends have been paid.....	100,000

Leaving a balance of.....\$255

The report from the assistant superintendent shows that there was a "decrease from the business of last year, caused by the freight destined to Lawrence being transported via the Boston & Lowell Railroad under the contract for the joint operation of the Concord and Boston & Lowell roads. The termination of these contracts will restore the business to the road and probably increase the amount." * * *

"No change has occurred in the relations of this road with the Concord Railroad. The negotiations for a final adjustment of the various matters growing out of their operations, about which differences of opinion have arisen, have been practically suspended during the existence of the contract of the Concord with the Boston & Lowell Railroad for the joint operation of those roads. The termination of that arrangement has enabled the directors to resume their efforts for a full settlement, which they hope to see speedily accomplished."

Colorado Coal & Iron Company.

(For the year ending December 31, 1882.)

From the report of Gen. W. J. Palmer, President, the following is condensed:

"The year 1882 has witnessed the progress and completion of many works of great importance in Colorado which bear upon the future prosperity of this Company. The Denver & Rio Grande Railway system has been completed to Silverton, thus opening up the riches of the San Juan country for the smelters; the extensions to the northwest have been pushed to Dillon on the Blue River and to Red Cliff on the Eagle River, while the Utah Extension has been built to points where the Lake City and Ouray ores can be reached, and is now completed through to Salt Lake." * * *

"During the year the price of coke was reduced in the belief that it would cause an increased consumption which would in the end yield greater profit. The results have justified this expectation. The total output of coal for the year 1882 was 512,363 tons, against 350,944 tons in 1881, an increase of over 45 per cent. The shipments of coke for the year were 90,256 tons, against 47,640 tons in 1881, an increase of over 90 per cent. The steel works at Bessemer were put in operation on April 12th, 1882, and the first steel rail made west of the Missouri River was rolled on that day. During last year 20,993 gross tons of steel ingots and 16,265 gross tons of steel rails were made. The puddle mill and nail works were put in operation in August and September respectively, and during the year produced 1,411 gross tons of muck bar and 16,103 kegs of nails. The spike mill was also put in operation during the year and produced 5,720 kegs (100 lbs. each) of railroad track spikes. The blast furnace has been kept in operation during the whole year, and yielded a product of 23,719 net tons of pig iron, a very good showing for that size furnace. The foundry and machine shop were kept busy on repair and construction work for the Company, no outside work being done.

"The sales of real estate during the year amounted to \$82,105. While the volume of sales has fallen off somewhat, prices have been well maintained and the prospect for the future is encouraging. The Denver rolling mill has been kept in constant operation during the year, though not run to its full capacity. It produced 3,934 net tons of merchant bar iron, mine rails and splice bars during the year. The iron mines at Placer, Hot Springs, Calumet and Grape Creek have been operated during the year, and shipped a total of 53,065 net tons of ore.

In the income account, "the items constituting the net deduction of \$138,112 were expenditures incident to the negotiation of the securities of the Company for the purpose of redeeming the old Central Colorado Improvement Company mortgage bonds, the principal of which fell due during the year, and are therefore expenses peculiar to that year, and which will not enter into the expense account of future years, so that the legitimate net earnings for the year were \$346,173, after paying interest on all the outstanding bonds of the Company.

"In addition to the above, the sales of real estate were: Cash received, \$58,617; on time notes bearing interest, \$23,488—total, \$82,105.

"Commencing January 1st, 1882, the plan was adopted of charging, as an operating expense, a royalty on every ton of iron ore and coal mined by the Company from its own lands, and on every ton of coke made, and these royalties were credited to the proper capital accounts, lands or improvements, as the case might be, thus reducing the amount at which such lands or improvements stand on the books of the Company. The amount so charged and credited during the year was \$83,687; and while this is undoubtedly the proper course to pursue, it should be borne in mind, when making comparisons with previous years, that had the books been kept in the same way as in those years, the net surplus for the year 1882, after paying interest on bonds, would have been \$429,861 instead of \$346,173.

"The amount expended for construction and equipment during the year was as follows: Coal department (for mine improvements), \$31,951; coke department (for new ovens at El Moro and Crested Butte), \$27,461; iron and steel department, \$632,922; iron mines department, \$29,491; real estate department, \$57,224; general department, \$168—total, \$779,222. * * *

"Arrangements were made in the early part of the year to take up and cancel the remaining outstanding bonds of the Central Colorado Improvement Company. To do this it was necessary that the Company should sell some of the Colorado Coal & Iron Company or Denver & Rio Grande Railway consolidated bonds held by it. Owing to the weak condition of the stock market this was only possible by making large discounts on the selling price of the bonds. This will explain the heavy items of 'discount on securities sold,' and 'interest, discount and exchange,' which appear in the financial statement. This old mortgage has now, however, been finally disposed of, and enough securities sold to wipe out the large items of 'bills payable' and 'accounts payable' which appear on the balance sheet, so that the Company is now entirely free from floating debt and has only the \$3,500,000 of Colorado Coal & Iron Company bonds, the total authorized issue, outstanding as a lien on its property."

STATEMENT OF OPERATIONS FOR THE YEAR 1882.

Tonnage of Production and Sales.

Products.	On hand, Jan. 1, '82.		On hand, Dec. 31, '82.	
	Tons.	Production.	Tons.	Tons.
Coal.....	1,038	512,763	512,363	.....
Coke.....	1,038	93,194	90,256	3,046
Pig iron.....	4,367	22,719	27,795	291
Merchant bar.....	428	3,931	3,727	635
Castings.....	22	2,624	2,637	9
Muck iron.....	.....	1,411	868	543
Nails.....	.....	805	642	163
Spikes.....	.....	286	280	6
Steel rails.....	.....	16,265	16,193	72
Iron ore.....	.....	.....	52,065	.....

The production of iron ore and quantity on hand at mines at beginning and end of year are not given, for the reason that weights are only taken when ore is shipped, in order to save expense of handling and re-weighing.

STATEMENT OF EARNINGS AND EXPENSES.

	Earnings.	Expenses.	Net.
Coal department.....	\$979,358	\$847,396	\$131,961
Coke department.....	421,173	316,210	104,963
Iron and steel department.....	2,492,932	2,318,498	174,433
Iron mines department.....	167,097	167,067	.....
Real estate department.....	40,484	16,533	23,950
Gen. dept.—Miscel. earnings, &c.....	10,476	.....	10,476
Totals.....	\$4,111,522	\$3,665,736	\$445,785
Add premiums on bonds sold.....	\$25,620	.....	.....
" interest and dividends from investments.....	63,791	.....	.....
" sundry old accts. credited to profit and loss.....	1,413	.....	90,825
.....	.....	.....	\$536,610
Less premiums on bonds purchased.....	\$50	.....	.....
" discount on securities sold.....	31,144	.....	.....
" " on Col. Coal & Iron Co. bonds sold.....	38,491	.....	.....
" interest on all bonds outstanding.....	163,403	.....	.....
" interest, discount and exchange.....	93,983	.....	.....
" sundry old accts. charged to profit and loss.....	1,476	.....	328,549
Net surplus for year 1882.....	.....	.....	\$208,061

In the real estate department the earnings are wholly from rentals of houses, lands, &c., containing no receipts from land sales, and the expenses are the general operating expenses of this department, including maintenance and repairs of houses, buildings, &c., irrigation, tree planting and care of same, &c.

Sales of property for the year have been as follows:

	Amount of sales.	Cash received.	Balance on time.
119 South Pueblo town lots.....	\$52,100	\$35,102	\$16,998
3 houses at South Pueblo.....	8,490	2,000	6,490
3 Canyon City town lots.....	650	.....	.....
30 77-100 acres near Canyon City.....	6,175	6,175	.....
An undivided 3/4 int. in 80 acres near Canyon City.....	750	750	.....
17 68-100 acres from Nolan Grant.....	13,940	13,940	.....
Totals.....	\$82,105	\$58,617	\$23,488

GENERAL INVESTMENT NEWS.

Atlantic & Pacific.—It is reported that an agreement has been entered into by a N. Y. syndicate to take 100,000 shares from the company at 15, with an option on another

100,000 at 20. It is supposed that, on completion of the trade, the money will be used to liquidate in part the floating obligation of the Atlantic & Pacific Company to the Atchison and the St. Louis & San Francisco companies. The Atlantic & Pacific was completed to the Colorado River May 30. The bridge will be completed in a few days.

Central of New Jersey.—The securities deposited with Receiver Little to secure the \$2,000,000 of floating debt of the Jersey Central consisted of \$1,000,000 first series new consolidated bonds of the Reading Company and \$2,000,000 of the second series. He certified that the market value of these bonds was "upwards of \$2,000,000."

At a conference between President Gowen, of the Philadelphia & Reading Railroad, President Little, of the Central Railroad of New Jersey, and holders of the income bonds of the latter company, an agreement was reached for the settlement of the back interest on the bonds. It was agreed that the bondholders should receive in settlement of their claim for back interest 10 1/2 per cent in scrip bearing 6 per cent interest, and convertible after 1885 into stock of the company; that the company should waive its right of redemption before the maturity of the bonds in 1908, and make them also convertible after 1885 into stock, and that the bonds should be entitled, hereafter, to 6 per cent instead of 7 per cent interest. The payments under this agreement are guaranteed by the Philadelphia & Reading Railroad in accordance with the provisions of the lease of the Jersey Central.

Chicago & Northwestern.—A dispatch from Chicago, June 7, said: "At a meeting of the directors of the Chicago & Northwestern Railway, in session here, the following directors were re-elected: Sidney Dillon, D. O. Mills, John M. Burke, M. Hughitt and N. R. Fairbank, the latter being elected in place of David Dows, who declines re-election. Total number of votes cast, 324,782. Articles of consolidation were unanimously adopted with the Chicago Milwaukee & Northwestern Railway and the Elgin & State Line Railroad Company, which were formerly proprietary lines. The board declared a dividend of 3 1/2 per cent on common stock and a quarterly dividend of 2 per cent on preferred stock, payable June 28. The transfer books close June 15 and open June 30."

Chicago Rock Island & Pacific.—At the annual meeting of the stockholders, held in Chicago, June 6, there were represented 351,424 shares, out of a total stock vote of 419,800. The following directors were elected for three years: A. G. Dulman, Benjamin Brewster, R. P. Flower and George G. Wright. The new board of directors assembled for re-organization and to elect officers for the ensuing year. Mr. Hugh Riddle was re-nominated for the position of President, but peremptorily declined a re-election, and Mr. R. R. Cable, the Vice-President and General Manager of the road, was elected as his successor. The following Executive Committee was elected: Hugh Riddle, chairman; David Dows, F. H. Tows, R. P. Flower and R. R. Cable.

Chic. St. Paul Minneapolis & Omaha.—The following notice was sent to the Stock Exchange:

To the President of the New York Stock Exchange.—Notice is hereby given that the Chicago St. Paul Minneapolis & Omaha R.R. Co. will issue at its convenience, after thirty days from date, an additional amount of capital stock at the rate of \$10,000 per mile of preferred stock and \$15,000 per mile of common stock, as authorized by its articles of consolidation, for construction of 50 43-100 miles of new railroad—viz., 40 45-100 miles from the Superior Branch line in Wisconsin, 10 miles of Bayfield line in Wisconsin, upon which lines consolidated bonds of the company were recently issued and listed. Amount preferred stock will be 5,043 shares, amounting to \$504,300, and common stock, 7,564 shares, amounting to \$756,400.

M. L. SYKES, Vice-President and Treasurer.

Elizabeth City Debt.—A final conference between the citizens and John Davidson, Chairman of the Bondholders' Committee, was held June 1. There was a long discussion of the city debt question. The fifty-cent plan, on which nearly \$1,000,000 have been exchanged, was rejected by the bondholders. The ultimatum of the meeting was a suggestion of a plan of settlement, levying 3 per cent taxes on the present valuation of Elizabeth property, 1 per cent to be paid bondholders as interest, 1 per cent for city expenses, and the rest for State and county, the bonds to be refunded at their face value, with accrued interest, and to run 40 years. It is not certain that this will be accepted.

New York West Shore & Buffalo.—On June 4 this important railroad was opened for passenger traffic between Jersey City and Newburg. By an arrangement with the Pennsylvania Railroad that company's depot at Jersey City is used for the arrival and departure of trains. It is also contemplated to run through trains between Saratoga and Long Branch by way of the Pennsylvania line, after the West Shore Road is opened to Saratoga. The officers of the company expect to open the line to Albany and Saratoga by July 1. The principal stations and the distances between Albany and Jersey City are as follows:

	Miles.		Miles.		Miles.
Albany.....	N. Y.	Hampton.....	77-9	Tappan.....	122-2
Cedar Hill.....	8-2	Newburgh.....	83-8	W. Norwood N.J.....	123-7
Coyne's Junc.....	13-1	Cornwall.....	89-0	Schraalenburgh.....	128-5
New Baltimore.....	16-4	Crow's Nest.....	91-8	W. Englewood.....	131-2
Coxsackie.....	21-3	West Point.....	92-9	Teaneck.....	132-1
West Athens.....	26-6	Cranstons.....	94-8	E. Hackensack.....	133-3
Catskill.....	31-3	Ft. Montgomery.....	98-4	Ridgefield Park.....	134-7
Smith's Landing.....	37-9	Tona Island.....	100-2	Little Ferry.....	135-4
Saugerties.....	42-2	Tomkins Cove.....	104-5	Jersey C. P.R.R.....	141-3
Mount Marion.....	45-5	Haverstraw.....	108-0	N. Y. Desbrosses	.....
Kingston.....	53-1	Congers.....	112-8	Street.....	.....
Esopus.....	60-8	Valley Cottage.....	115-0	N. Y. Cortland	.....
West Park.....	63-2	Nyack Turnpike.....	117-0	Street.....	.....
Highland.....	68-9	Rockland Park.....	118-4	B'klyn, by B'klyn	.....
Milton.....	73-1	Blauveltville.....	119-3	Annex boat.....	.....
Marlboro.....	76-5	Orangeburgh.....	120-4	.....	.....

Pennsylvania Railroad.—At Harrisburg, June 1, the organization of the Pennsylvania Schuylkill Valley RR. Company was completed by the filing at the State Department of articles of merger and consolidation between the Philadelphia Norris-town & Phoenixville, the Phoenixville Pottstown & Reading and the Phoenixville & West Chester RR. companies. The road will extend from Philadelphia to Reading, and is controlled by the Pennsylvania RR. Company. The new company's capital is \$4,500,000.

Phila. & Reading—Lehigh Coal & Nav. Co.—The agreement between the Lehigh Coal & Navigation Co. and the Philadelphia & Reading Railroad Co., in reference to the lease of the Lehigh & Susquehanna Railroad, has been signed by the parties in interest, though the full details are not yet made public. It is claimed by purchasers of Jersey Central stock that this agreement is beneficial to them, as it provides for the development of the Lehigh & Wilkesbarre coal lands, which will insure a steady increase of receipts for the coal business of the road. The different accounts of the arrangement agree that the 33 per cent guarantee is not to fall below the rental paid last year, which was \$1,445,190, and which, allowing for the increased net profits on Lehigh coal, will be sufficient to pay fixed charges and 8 per cent dividends hereafter. A maximum limit was also agreed upon, the particulars of which have not yet transpired.

Rome Watertown & Ogdensburg.—At Watertown, June 6, at the annual meeting of the stockholders, the following directors were elected: Charles Parsons, Clarence S. Day, Lucius Lyon, Charles Parsons, Jr., J. Y. A. Johnson, Edwin Parsons, William Lummis and Walter Ferguson, of New York; George B. Phelps and Talcott H. Camp, of Watertown; John S. Farlow, of Boston; William M. White of Utica, and Josiah Lassell, of Williamsburg. Mr. Charles Parsons, of New York, has become a large owner of the stock of the road. The new board of directors elected the following officers: President, Charles Parsons; Vice-President, Clarence S. Day; Secretary and Treasurer, J. A. Lawyer; executive committee, Charles Parsons, Clarence S. Day, John S. Farlow, T. H. Camp, W. M. White, Charles Parsons, Jr., and William Lummis. Only three of the present directors were members of the former board: Talcott H. Camp, of Watertown; William M. White, of Canaseraga, and John S. Farlow, of Boston. By this change of management the road is removed from the control of the Delaware Lackawanna & Western Railroad.

—The General Term of the Superior and Supreme courts have decided that the dividend on the income bonds of this company was properly declared by the board of directors.

Toledo Cincinnati & St. Louis.—The first meeting of the stockholders of the consolidated company took place in Toledo May 30, with a representation of 235,000 shares, of which the Cincinnati party voted 41,000, Mr. Netter voting over \$2,225,000 par value. Messrs. Albert Netter, of Cincinnati, C. A. King, of Toledo, and W. R. Patton, of Illinois, were elected directors in place of Eastern men retiring, so that the directory now stands: C. A. King, Toledo; A. Netter, Cincinnati; E. B. Phillips, Boston; H. D. Hyde, Boston; J. McNab, Connecticut; W. D. Hobbs, Boston; D. H. Darling, Boston; S. C. Blanchard, Boston; W. R. Patton, Charleston, Ill.; G. C. Moses, Boston; Geo. Wm. Ballou, Boston; Chas. H. Pierce, Boston; Willard White, New York. The stockholders then adopted a code of by-laws and adjourned.

In the afternoon the board organized by the election of the following officers: E. B. Phillips, President; Willard White, Vice-President; E. E. Dwight, General Manager; Herbert Steward, Secretary and Treasurer.

Union Pacific.—Judge Lawrence, First Controller of the Treasury in Washington, has given an opinion in the matter of the right of the Utah & Northern Railway Company to payment for services rendered in carrying mails for the United States. He holds as follows:

1. The act of March 3, 1873, as carried into section 5,260 of the Revised Statutes, gives no right to any officer of the Government to withhold from a railway company which did not receive aid in subsidy bonds of the United States the payment in compensation earned by it in carrying mails, even though such company is "controlled" by a bond subsidized railway company.

2. Neither the so-called Thurman act of May 6, 1878, nor the act of March 3, 1879, gives any authority to withhold such compensation from a railway company which received no aid in subsidy bonds of the United States.

3. The statutes relating to the bond-subsidized Pacific Railway companies do not repeal or in any manner interfere with the statutes giving jurisdiction to accounting officers of the Treasury Department.

4. The Utah & Northern Railway Company is entitled to payment from the United States for its services in carrying the mails of the United States in pursuance of the regulations of the Post Office Department.

This decision is in favor of the Pacific Railroad companies in the long-pending controversy as to their right to receive payment in cash for transportation services to the Government on the leased or otherwise non-subsidized portions of their respective lines.

Vermont & Mass.—This company's issue of \$1,000,000 new 5 per cent bonds, guaranteed by the Fitchburg Co., lessee, has been taken by that enterprising corporation the Maverick Nat'l Bank of Boston, at 110. Of this issue \$550,000 will be used to pay off the old bonds maturing on July 1, the balance to re-pay the lessee for advances made for additional tracks and other improvements.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, June 8, 1883.

The weather during the past week has been summer-like and very warm, greatly to the benefit of the crops in nearly all sections. The spring season for business is brought to a close with rather unsatisfactory results; but a good fall trade is anticipated from the reduction in taxation, good yields of agricultural products, and a lower range of values for nearly all staples.

The following is a statement of the stocks of leading articles of domestic and foreign merchandise at dates given:

	1883. May 1.	1883. June 1.	1882. June 1.
Pork.....	30,350	26,735	39,791
Beef.....	1,152	1,118	1,519
Lard.....	24,918	23,907	35,209
Tobacco, domestic.....	15,087	17,596	30,414
Tobacco, foreign.....	40,054	47,633	43,333
Coffee, Rio.....	57,085	58,065	72,564
Coffee, other.....	14,200	34,400	61,885
Coffee, Java, &c.....	36,680	26,900	118,512
Sugar.....	59,381	66,816	54,716
Sugar.....	5,159	111	8,808
Sugar.....	582,375	515,000	436,796
Molasses, foreign.....	3,031	11,783	7,174
Molasses, domestic.....	3,500	3,000	4,000
Hides.....	172,600	145,200	205,000
Cotton.....	235,695	214,906	262,528
Rosin.....	19,077	26,074	27,071
Spirits turpentine.....	1,780	1,518	1,159
Tar.....	2,002	1,406	845
Rice, E. I.....	27,000	33,800	16,550
Rice, domestic.....	2,100	1,725	2,150
Linseed.....	35,000	35,000	121,500
Saltpetre.....	12,400	10,400	11,500
Jute.....	3,000	2,500	2,200
Jute butts.....	72,000	80,000	42,100
Manila hemp.....	49,000	46,000	50,195
Sisal hemp.....	32,490	33,880	2,000

The speculation in lard has not been important, and the drift of prices has been downward. To-day there was a small improvement which was not warranted by the movement. Pork has been very dull and the tone is manifestly weak. To-day mess sold on the spot at \$19 90, and choice was held at \$20 50. Lard was quoted on the spot at 11 45@11 50c. for prime Western; refined for the Continent sold at 11 30c; for future delivery June sold at 11 40c; July, 11 40@11 42c; August, 11 28@11 32c; September, 11 40c; October, 11c; closing dull; June, 11 40c; July, 11 40@11 41c; August, 11 30c; September, 11 20c; October, 11c; seller year, 10 40@10 45c. Bacon was quiet at 10 4c. for long clear. Beef hams were steady at \$25 50 @ \$26 50. Beef was dull and easy at \$23 for city extra India mess. Tallow was quiet at 7 7/8c for prime. Cheese is weak.

Rio coffee has advanced to 9 1/2c. for fair cargoes on the spot, and, though importers have sold little, the trade in second-hand lots has been more important; options have latterly become quite active at advancing prices; No. 7 sold to-day to the extent of 67,250 bags, closing at 7 60@7 65c. for June, 7 70@7 75c. for July, 7 75@7 80c. for August, 7 85@7 90c. for September, 7 95 @8c. for October, 8 05@8 10c. for November and 8 15@8 20c. for December; mild grades have sold more freely at firmer prices. Tea has shown no marked change at auction; at private sale green has been firm, with a good demand, and Oolong, by reason of an advance in China, is quite firm; new Japan has been sold at prices rather under the opening figures of last season, the quality being less desirable. Rice has been in brisk demand and firm. Molasses has declined to 28c. for 50-test refined Cuba. Raw sugar has been quiet on the spot at 6 7/8c. for fair refining, though a fair trade in cargoes to arrive has been done on the basis of cost and freight; refined closes less active and depressed after showing an advance early in the week; crushed, 9 1/2c; powdered, 9 1/4@9 1/2c; granulated, 8 7/8 @ 9c; standard "A," 8 1/2c.

In Kentucky tobacco trade has slightly improved, and the sales for the week embrace 74 hhds. for export and 139 hhds. for home use. Prices may be quoted steady at 5 7/8c. for lugs and 7 1/2@10 1/2c. for leaf. Seed leaf has been more active, and a steady tone is noted; sales embrace 4,700 cases, including 1,300 cases Pennsylvania crop of 1882, 500 of which were for export at 12 1/2@20c. at 1,700 cases Wisconsin Havana seed crop of 1882, 8 1/2@13c., 1,200 cases of which were for export; 400 cases 1881 crop Pennsylvania 8 @14c.; 400 cases 1882 crop State Havana seed, private terms, &c., &c.

Naval stores have been very weak until near the close of the week, when higher advices from the South stimulated the market here. Spirits turpentine closed at 38 1/4c. in yard, and common to good strained rosin \$1 60@1 65. Refined petroleum has declined to 7 1/4c. for 110, and 7 1/8c. for 70-degrees test. The speculation in crude certificates has been large, and to-day the feeling was quite irregular; the market opened at \$1 16 1/4, advanced to \$1 17 1/2, dropped to \$1 15 and closed at \$1 15 1/2 @ \$1 15 3/4; sales on the two Exchanges 4,920,000 bbls. Ingot copper has shown a slight weakness; 200,000 lbs. Lake were sold at 15 1/2@16c. The Thomas Company have declared a decline of \$2 per ton on American pig iron, owing to the accumulated stocks and small demands; No. 1 is now quoted at \$20 @ \$22. Steel rails are slow at \$37 @ \$38 at the mills. Linseed oil in demand and steady at 55 @ 56c. for city, 54c. for Western and 59 @ 60c. for Calcutta. Lord oil 90 @ 93c. Crude Menhaden 43 @ 46c.; crude cotton-seed 42 @ 45c.

COTTON.

FRIDAY, P. M., June 8, 1883.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (June 8) the total receipts have reached 25,456 bales, against 39,426 bales last week, 38,539 bales the previous week and 43,976 bales three weeks since; making the total receipts since the 1st of September, 1882, 5,847,583 bales, against 4,572,513 bales for the same period of 1881-82, showing an increase since September 1, 1882, of 1,275,070 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total
Galveston	591	479	493	1,006	1,514	824	5,207
Indianola, &c.						54	54
New Orleans	699	1,853	2,446	1,163	432	748	7,341
Mobile		101	109	287	36	25	553
Florida						28	28
Savannah	533	441	155	361	323	136	1,952
Brunswick, &c.							
Charleston	41	76	33	153	34	159	496
Pt. Royal, &c.						58	58
Wilmington	14	67	5	16	10	65	177
Morehead C., &c.						150	150
Norfolk	535	693	861	536	757	676	4,060
West Point, &c.						849	849
New York	22	99	80	5			206
Boston	550	249	738	573	493	215	2,898
Baltimore						1,167	1,167
Philadelph'a, &c.	272	64				9	345
Totals this week	3,557	4,127	4,920	4,100	3,589	5,163	25,456

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1882, and the stocks to-night and the same items for the corresponding periods of last years.

Receipts to June 8.	1882-83.		1881-82.		Stock.	
	This Week.	Since Sep. 1, 1882.	This Week.	Since Sep. 1, 1881.	1883	1882.
Galveston	5,207	817,044	690	424,827	23,980	10,131
Indianola, &c.	54	16,859	3	13,715		
New Orleans	7,341	1,636,151	2,018	1,162,892	129,268	86,777
Mobile	558	309,766	933	259,651	12,463	5,578
Florida	28	18,406	3	27,206		
Savannah	1,952	804,406	1,334	720,074	5,346	7,647
Brunswick, &c.		5,509	60	7,026		
Charleston	496	563,168	1,126	489,227	14,929	6,634
Pt. Royal, &c.	58	21,502	20	24,383		15
Wilmington	177	126,877	105	134,495	1,849	1,561
Morehead C., &c.	150	19,364	7	26,514		
Norfolk	4,060	790,895	2,696	603,677	29,387	16,793
West Point, &c.	849	226,137	146	190,853		
New York	206	136,971	1,145	158,597	214,283	243,834
Boston	2,898	184,844	2,358	222,119	6,140	9,100
Baltimore	1,167	61,816	628	20,124	17,281	23,530
Philadelph'a, &c.	345	104,869	2,152	87,133	6,752	11,090
Total	25,456	5,347,583	15,624	4,572,513	451,578	422,690

Galveston includes Indianola; Charleston includes Pt. Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c. 2,059 bales deducted as correction of previous receipts.

† Actual count.

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1883.	1882.	1881.	1880.	1879.	1878.
Galveston, &c.	5,261	693	1,851	560	685	1,518
New Orleans	7,341	2,018	8,290	3,579	938	2,146
Mobile	558	933	887	824	163	866
Savannah	1,952	1,534	3,012	1,344	765	2,008
Charleston, &c.	554	1,146	1,247	1,318	257	453
Wilmington, &c.	327	112	487	33	163	276
Norfolk, &c.	4,060	2,842	4,314	5,017	629	2,006
All others	4,554	6,346	9,344	5,995	3,010	1,898
Tot. this w'k.	25,456	15,624	29,432	18,590	6,612	11,231
Since Sept. 1.	5,847,583	4,572,513	5,594,474	4,781,696	4,407,422	4,219,715

The exports for the week ending this evening reach a total of 54,087 bales, of which 41,416 were to Great Britain, 8,173 to France and 4,498 to the rest of the Continent, while the stocks as made up this evening are now 451,578 bales. Below are the exports for the week and since September 1, 1882.

Exports from—	Week Ending June 8.			From Sept. 1, 1882, to June 8, 1883.		
	Great Brit'n.	France.	Total.	Great Brit'n.	France.	Total.
Galveston	14,477		14,477	319,145	99,287	418,432
New Orleans	4,149	7,993	12,142	765,019	285,355	1,050,374
Mobile	1,000		1,000	24,840	9,350	34,190
Florida						100
Savannah	4,520		4,520	110,312	25,878	136,190
Charleston, &c.				131,080	24,715	155,795
Wilmington				53,172		53,172
Norfolk				370,429		370,429
New York	10,177	75	10,252	470,240	28,773	499,013
Boston	1,708		1,708	104,592		104,592
Baltimore	2,543	103	2,646	183,604	4,823	188,427
Philadelph'a, &c.	2,800		2,800	83,111		83,111
Total	41,416	8,173	49,589	2,890,591	418,000	3,308,591
Total 1881-82	24,701	5,802	30,503	34,317	1,168,711	1,203,028

* Includes exports from Port Royal, &c.

† Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

JUNE 8, AT—	On Shipboard, not cleared—for				Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	
New Orleans	16,479	42	27	None.	16,548
Mobile	None.	None.	None.	None.	None.
Charleston	None.	None.	100	200	300
Savannah	None.	None.	None.	300	300
Galveston	2,335	None.	833	603	3,771
Norfolk	1,611	None.	None.	5,700	7,311
New York	2,500	None.	756	None.	3,256
Other ports	2,000	None.	500	None.	2,500
Total 1883	24,955	42	2,210	6,863	34,070
Total 1882	22,417	3,734	3,713	905	30,769
Total 1881	38,849	8,492	9,820	2,018	59,179

The advance in cotton for future delivery at this market at the date of our last was followed by a steady decline throughout Saturday, Monday and Tuesday, continuing down to near the close of Wednesday, when some re-action set in. The depression was caused by the greatly improved crop accounts and dull Liverpool advices. The re-action was the effect of a demand to cover contracts, encouraged somewhat by conjectures that the forthcoming Bureau report will be unfavorable. Still, the recovery in values made but little progress, and the feature of Thursday was a smart decline in options for the next crop. To-day, under weak accounts from Liverpool and Manchester and continued favorable crop accounts, there was a fresh decline for all deliveries, but the close was steady, with a moderate demand to cover contracts. Cotton on the spot has been quiet. A large business was reported for export on Wednesday, but transactions have been small, and mainly for home consumption. Quotations were reduced $\frac{1}{8}$ ¢ on Tuesday. To-day the market was dull and weak, but without quotable decline, middling uplands closing nominal at 10 $\frac{1}{2}$ ¢.

The total sales for forward delivery for the week are 370,500 bales. For immediate delivery the total sales foot up this week 3,553 bales, including 2,500 for export, 1,053 for consumption, — for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

June 2 to June 8.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. P. D.	7 1/8	7 1/8	7 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8	8 1/8
Strict Ord.	8 1/4	8 1/4	8 1/4	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Good Ord.	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8
Str. G'd Ord.	9 3/4	9 3/4	9 3/4	10	10	10	10	10	10
Low Midd'g.	10 1/4	10 1/4	10 1/4	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Str. L/w Mid.	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Middling.	10 3/4	10 3/4	10 3/4	11	11	11	11	11	11
Good Mid.	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Str. G'd Mid.	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4
Midd'g Fair.	11 1/4	11 1/4	11 1/4	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Fair.	12 1/8	12 1/8	12 1/8	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
STAINED.	Sat.			Wed.			Th.		
	Sat.	Mon.	Tues.	Wed.	Th.	Fri.	Wed.	Th.	Fri.
Ordin'y. P. D.	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8
Strict Good Ordinary.	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4	8 1/4
Low Middling.	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4
Middling.	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8

MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

	SALES OF SPOT AND TRANSIT.				FUTURES.	
	SPOT MARKET CLOSED.	Ex- port.	Con- sump.	Spec- ul'n	Total.	Deliv- eries.
Sat.	Dull and nominal		82		82	48,200
Mon.	Nominal		255		255	3,500
Tues.	Dull at 10 $\frac{1}{2}$ ¢		220		220	62,300
Wed.	Easy	2,500	112		2,612	73,200
Thurs.	Quiet		242		242	68,400
Fri.	Weak		142		142	77,900
Total		2,500	1,053		3,553	270,000

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Market Prices and Sales of FUTURES.		DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
Market Prices and Sales of FUTURES.		June.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.
Saturday, June 2 - Sales, total.....	Dull.	Aver. 10-74	Aver. 10-75	Aver. 10-74	Aver. 10-47	Aver. 10-19	Aver. 10-10	Aver.	Aver. 10-15	Aver.	Aver.	Aver.	Aver.
Prices paid (range)	10-10 to 10-77	10-75 to 10-75	10-72 to 10-73	10-72 to 10-77	10-46 to 10-48	10-18 to 10-20	10-10 to 10-11	10-11 to 10-11	10-17 to 10-20	- @ -	- @ -	- @ -	- @ -
Closing.....	Kinder.	10-75	10-75	10-75	10-48 to 10-39	10-19 to 10-20	10-10 to 10-11	10-11 to 10-13	10-18 to 10-19	10-28 to 10-29	- @ -	- @ -	- @ -
Monday, June 4 - Sales, total.....	Lower.	Aver. 10-73	Aver. 10-71	Aver. 10-73	Aver. 10-47	Aver. 10-19	Aver. 10-11	Aver. 10-09	Aver.	Aver. 10-27	Aver. 10-40	Aver.	Aver.
Prices paid (range)	10-06 to 10-77	10-68 to 10-75	10-67 to 10-77	10-71 to 10-77	10-43 to 10-49	10-16 to 10-21	10-06 to 10-07	10-08 to 10-11	10-14 to 10-16	10-27 to 10-28	10-39 to 10-40	- @ -	- @ -
Closing.....	Dull.	10-69	10-71	10-71	10-44	10-13	10-06	10-07	- @ -	10-27	10-40	- @ -	- @ -
Tuesday, June 5 - Sales, total.....	Lower.	Aver. 10-61	Aver. 10-63	Aver. 10-67	Aver. 10-43	Aver. 10-13	Aver. 10-05	Aver. 10-06	Aver. 10-14	Aver. 10-23	Aver. 10-35	Aver. 10-44	Aver.
Prices paid (range)	10-04 to 10-69	10-62 to 10-65	10-62 to 10-69	10-41 to 10-48	10-12 to 10-14	10-04 to 10-05	10-03 to 10-05	10-03 to 10-06	10-12 to 10-14	10-23 to 10-24	10-35 to 10-36	10-44 to 10-45	- @ -
Closing.....	Steady.	10-63	10-64	10-65	10-45 to 10-46	10-14 to 10-12	10-05 to 10-04	10-03 to 10-04	10-12 to 10-13	10-22 to 10-24	10-35	10-44	- @ -
Wednesday, June 6 - Sales, total.....	Easier.	Aver. 10-60	Aver. 10-60	Aver. 10-63	Aver. 10-39	Aver. 10-11	Aver. 10-04	Aver. 10-02	Aver. 10-60	Aver.	Aver.	Aver. 10-40	Aver.
Prices paid (range)	75-200	10-53 to 10-64	10-53 to 10-64	10-50 to 10-66	10-32 to 10-42	10-08 to 10-13	10-01 to 10-02	10-01 to 10-02	10-12 to 10-15	- @ -	- @ -	Aver. 10-40	Aver.
Closing.....	Steady.	10-61	10-61	10-61	10-40 to 10-41	10-10 to 10-11	10-01 to 10-02	10-03 to 10-04	10-10 to 10-11	- @ -	- @ -	10-40	- @ -
Thursday, June 7 - Sales, total.....	Variable.	Aver. 10-63	Aver. 10-63	Aver. 10-66	Aver. 10-40	Aver. 10-11	Aver. 10-01	Aver. 10-02	Aver. 10-60	Aver.	Aver.	Aver. 10-40	Aver.
Prices paid (range)	63-400	10-60 to 10-64	10-60 to 10-66	10-63 to 10-69	10-38 to 10-44	10-07 to 10-05	9-97 to 10-04	9-93 to 9-99	10-06 to 10-10	10-19 to 10-23	10-14 to 10-16	- @ -	- @ -
Closing.....	Lower.	10-59	10-60	10-60	10-37 to 10-37	10-07	9-97	9-93	10-05 to 10-06	10-14 to 10-16	- @ -	- @ -	- @ -
Friday, June 8 - Sales, total.....	Lower.	Aver. 10-56	Aver. 10-66	Aver. 10-60	Aver. 10-33	Aver. 10-01	Aver. 9-93	Aver. 9-93	Aver. 10-02	Aver. 10-30	Aver. 10-21	Aver. 10-30	Aver. 10-43
Prices paid (range)	77-200	10-54 to 10-57	10-55 to 10-63	10-58 to 10-62	10-32 to 10-33	10-02 to 10-05	9-92 to 9-93	9-93 to 9-96	10-00 to 10-03	10-09 to 10-10	10-21 to 10-22	10-30 to 10-31	10-43 to 10-45
Closing.....	Steady.	10-57	10-57	10-57	10-33	10-02	9-94	9-94	10-02 to 10-03	10-11 to 10-13	- @ -	- @ -	- @ -
Total sales this week.	370,500	69,000	167,700	28,600	21,600	24,200	14,000	10,700	1,600	1,000	1,000	1,000	1,000
Average price, week.	21.451,000	2.869,700	2.869,700	2.869,700	2.869,700	2.869,700	2.869,700	2.869,700	2.869,700	2.869,700	2.869,700	2.869,700	2.869,700
Sales since Sept. 1, 1927	21,451,000	1,856,500	2,869,700	2,869,700	2,869,700	2,869,700	2,869,700	2,869,700	2,869,700	2,869,700	2,869,700	2,869,700	2,869,700

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. The Continental stocks, as well as those for Great Britain and the afloat, are this week's returns, and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (June 8), we add the item of exports from the United States, including in it the exports of Friday only.

	1883.	1882.	1881.	1880.
Stock at Liverpool.....bales.	984,000	993,000	904,000	797,000
Stock at London.....	5,300	71,500	48,400	51,100
Total Great Britain stock	1,036,300	1,069,500	952,400	848,100
Stock at Hamburg.....	3,900	2,000	6,000	3,000
Stock at Bremen.....	51,500	28,400	50,100	45,300
Stock at Amsterdam.....	41,000	16,100	43,100	21,200
Stock at Rotterdam.....	2,500	1,300	5,520	2,550
Stock at Antwerp.....	5,300	2,550	750	1,320
Stock at Havre.....	169,000	137,000	203,000	81,000
Stock at Marseilles.....	8,700	2,880	4,000	5,330
Stock at Barcelona.....	87,000	22,000	40,100	47,800
Stock at Genoa.....	16,000	6,000	4,500	15,000
Stock at Trieste.....	9,900	5,618	6,700	8,600
Total continental stocks...	394,800	223,708	365,500	228,100
Total European stocks...	1,431,100	1,293,208	1,318,200	1,076,200
India cotton afloat for Europe.....	334,000	392,000	388,000	311,000
Europe's cotton afloat for Europe.....	286,000	177,000	273,000	338,000
Export Brazil, &c., afloat for E'rop.....	29,000	32,000	33,000	24,000
Stock in U. S. interior towns.....	451,578	422,690	427,281	340,016
United States exports to-day.....	93,118	72,116	98,428	113,038
	17,000	12,000	8,200	7,000
Total visible supply.....	2,645,796	2,401,014	2,548,112	2,211,251
Of the above, the totals of American and other descriptions are as follows:				
<i>American—</i>				
Liverpool stock.....	740,000	606,000	681,000	528,000
Continental stocks.....	255,000	105,000	238,000	160,000
American afloat for Europe.....	280,000	177,000	273,000	338,000
United States stock.....	451,578	422,690	427,281	340,016
United States interior stocks.....	93,118	72,116	98,428	113,038
United States exports to-day.....	17,000	12,000	8,200	7,000

East Indian, Brazil, &c.—	1,842,696	1,394,866	1,836,912	1,488,051
Liverpool stock	244,000	392,000	220,000	269,000
London stock	52,300	71,500	48,400	51,100
Continental stocks	139,800	118,703	127 8 0	68 100
India afloat for Europe	348,000	392,000	286,000	311,000
Egypt, Brazil, &c., afloat	29,000	32,000	35,000	24,000
Total East India, &c	803,100	1,606,208	717,200	723,200
Total American	1,842,696	1,394,868	1,836,912	1,488,051
Total visible supply	2,645,796	2,401,014	2,518,112	2,211,251
Police Mid. Up., Liverpool	53d.	63d.	62½d.	61¾d.
The imports into Continental ports this week have been				
52,000 bales				

The above figures indicate an *increase* in the cotton in sight to-night of 244,732 bales as compared with the same date of 1882, an *increase* of 97,634 bales as compared with the corresponding date of 1881 and an *increase* of 434,542 bales as compared with 1880.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, the shipments for the week, and the stocks to-night, and the same items for the corresponding period of 1881-82—is set out in detail in the following statement

Total, all towns.	Total, new towns.	Total, old towns.	TOWNS.					Movement to June 1, 1882.				Movement to June 9, 1882.			
			Total, old towns.	Receipts.		Shipments.		Stock June 8.	Total, new towns.	Receipts.		Shipments.			
				This week.	Since Sept. 1, '82.	This week.	Since June 8.			This week.	Since Sept. 1, '81.	This week.	Since June 9.		
			Augusta, Ga.....	127	178,937	8,16	6,707	133	161,118	293	6,449				
			Columbus, Ga.....	128	110,527	769	5,026	48	101,613	97	5,867				
			Montgomery, Ala.....	168	57,391	57	2,522	44	59,998	147	1,363				
			Selma, Ala.....	168	133,687	924	6,225	69	95,841	497	1,551				
			Memphis, Tenn.....	56	99,188	854	5,253	223	72,861	530	1,272				
			Nashville, Tenn.....	1,008	504,654	2,559	21,350	4,177	353,998	6,662	20,210				
			Jackson, Tex.....	57	41,652	1,186	4,872	38	53,690	96	6,690				
			Shreveport, La.....	124	41,654	360	1,233	10	11,725	20	826				
			Vicksburg, Miss.....	78	102,291	45	1,414	4	11,725	178	266				
			Columbus, Miss.....	238	136,815	253	5,343	254	63,327	278	3,790				
			Birmingham, Ala.....	384	41,715	134	543	5	27,740	23	529				
			Griffin, Ga.....	25	26,380	332	1,447	10	47,507	264	444				
			Atlanta, Ga.....	19	11,375	259	332	167	12,483	916	8,921				
			Rome, Ga.....	103	41,375	480	12,484	96	92,693	403	1,022				
			Charlotte, N.C.....	141	83,018	192	4,942	21	31,515	158	3,360				
			St. Louis, Mo.....	192	2,840	359,496	4,406	21,785	2,503	1,963	12,731				
			Cincinnati, O.....	2,840	431,456	4,406	2,503	5,476	369,016	4,916	2,116				
			Total, old towns.	10,039	2,611,171	17,479	93,118	8,820	2,204,486	17,539	72,116				
			Newberry, S.C.....	14	29,290	14	150	79	15,341	79	286				
			Kanebr, N.C.....	97	50,390	257	1,683	225	59,494	300	4,392				
			Waynesville, N.C.....	69	21,589	4	1,356	22	26,122	366	3,539				
			Louisville, Va.....	244	31,853	4	4,782	156	29,982	240	3,709				
			Little Rock, Ark.....	207	52,710	809	503	75	25,262	50	692				
			Birmingham, Ala.....	207	34,236	180	533	75	25,262	50	692				
			Houston, Tex.....	2,065	692,175	1,832	5,412	634	389,544	753	1,527				
			Total, new towns.	2,903	910,475	4,216	12,808	1,136	570,581	1,568	11,278				

The above totals show that the old interior stocks have *de-*
ased during the week 7,440 bales, and are to-night 21,02

bales more than at the same period last year. The receipts at the same towns have been 1,219 bales more than the same week last year, and since September 1 the receipts at all the towns are 742,799 bales more than for the same time in 1881-2.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending June 8.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston...	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂
New Orleans...	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂
Mobile...	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂
Savannah...	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂
Charleston...	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂
Wilmington...	10	10	10	10	10	10
Norfolk...	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂
Boston...	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂
Baltimore...	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂
Philadelphia...	11 ¹ / ₂	11 ¹ / ₂	11 ¹ / ₂	11	11	11
Augusta...	10	10	10	10	10	10
Memphis...	10	10	10	10	10	10
St. Louis...	10	10	10	10	10	10
Cincinnati...	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂
Louisville...	10 ¹ / ₂	10 ¹ / ₂	10 ¹ / ₂	10	10	10

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			Stk at Interior Towns.			Rec'ts from Plant'n		
	1881.	1882.	1883.	1881.	1882.	1883.	1881.	1882.	1883.
Mich. 28...	99,690	61,916	105,069	309,518	233,618	279,146	82,703	31,141	87,786
" 30...	78,514	54,635	86,969	294,808	233,182	261,571	78,640	38,199	74,042
Apr. 8...	85,296	44,467	78,708	277,351	215,944	257,152	68,438	27,291	68,849
" 13...	69,576	33,229	72,635	261,559	201,747	239,401	55,823	19,032	57,244
" 20...	60,718	26,906	66,587	241,168	190,281	213,029	40,317	8,394	40,005
" 27...	47,729	38,606	59,244	225,820	157,836	186,826	32,351	11,191	36,091
May 4...	45,535	34,423	45,761	215,253	133,327	164,381	24,668	19,914	23,333
" 11...	49,150	25,881	50,575	191,692	127,690	147,942	28,559	10,184	34,134
" 18...	42,415	20,884	43,976	174,819	115,435	139,871	22,562	8,669	19,905
" 25...	33,251	13,861	35,539	117,173	104,018	125,563	9,515	2,564	30,233
June 1...	32,642	13,950	30,426	136,470	93,585	114,679	21,639	5,517	19,540
" 8...	29,432	15,624	26,453	109,380	83,394	105,793	2,342	5,438	16,703

The above statement shows—1. That the total receipts from the plantations since September 1, 1882, were 5,937,024 bales; in 1881-82 were 4,610,432 bales; in 1880-81 were 5,665,016 bales.

2. That, although the receipts at the out-ports the past week were 25,456 bales, the actual movement from plantations was only 16,703 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 5,433 bales and for 1881 they were 2,342 bales.

AMOUNT OF COTTON IN SIGHT JUNE 8.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to June 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1882-93.	1881-82	1880-81.	1879-80.
Receipts at the ports to June 8	5,817,533	1,572,513	5,594,474	4,731,696
Interior stocks on June 8 in excess of September 1	89,441	37,969	70,541	109,766
Tot. receipts from plantat'n	5,937,024	1,610,482	5,665,016	4,841,462
Net overland to June 1	627,317	413,132	498,632	560,832
Southern consumption to June 1	300,000	221,000	190,000	160,000
Total in sight June 8	6,964,341	3,279,614	6,353,648	5,611,300

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 1,583,707 bales, as compared with 1880-81 is 510,693 bales and with 1879-80, 1,233,011 bales.

WEATHER REPORTS BY TELEGRAPH.—The weather has in general been very favorable for crop purposes during the week. There have been beneficial rains and fine growing weather in most sections. Blooms are reported in the Southern half of Texas.

Galveston, Texas.—We have had showers on four days of the week, the rainfall reaching thirty-four hundredths of an inch. Most sections of the State have had beneficial rains this week, but generally there has not been enough; more rain will be needed everywhere within a week. Crops are promising, but the out-turn depends altogether upon timely rains. Blooms are reported throughout the southern half of the State. Average thermometer 77, highest 88 and lowest 68.

Indianola, Texas.—It has been showery on three days of the week, the rainfall reaching fifty hundredths of an inch. Cotton is doing well enough, but corn needs more rain. The thermometer has averaged 79, the highest being 89 and the lowest 69.

Dallas, Texas.—It has rained splendidly on three days of the week, though interrupting the wheat harvest. The rainfall reached three inches and six hundredths. Crops are very promising. The thermometer has averaged 79, ranging from 65 to 93.

Brenham, Texas.—We have had showers on four days of the week the rainfall reaching eighty-nine hundredths of an inch. Crops are exceedingly good, but will need more rain, especially on sandy lands. The thermometer has ranged from 65 to 95, averaging 80.

Palestine, Texas.—We have had delightful showers on three days of the week, which, from the indications, must have extended over a wide surface. The rainfall reached four inches and sixty-six hundredths. Crops could not be more promising than they now are. Average thermometer 77, highest 90 and lowest 64.

Huntsville, Texas.—Delightful showers have visited this section on three days of the week, the rainfall reaching three inches and thirteen hundredths. Crops are excellent and farmers are greatly encouraged. The thermometer has averaged 78, the highest being 94 and the lowest 62.

Weatherford, Texas.—We have had a splendid shower on one day of the week, the rainfall reaching one inch and fifty hundredths. Crops are unquestionably good; wheat is turning out better than expected. The increase in cotton acreage is about ten per cent. The thermometer has averaged 71, ranging from 50 to 91.

Bellon, Texas.—It has been showery on two days of the week, the rainfall reaching eighty hundredths of an inch. The crop promise is first-class; wheat harvest, now progressing, will be nearly up to average. The thermometer has ranged from 66 to 94, averaging 80.

Luling, Texas.—We have had rain on one day of the week, but not enough to do much good. The rainfall reached fifty hundredths of an inch. We need more rain badly; early corn is injured beyond recovery; late corn looks well, but it and cotton both need rain badly. Farmers are becoming very nervous about the prospect. Average thermometer 82, highest 99 and lowest 67.

New Orleans, Louisiana.—We have had rain on six days of the week, the rainfall reaching one inch and eighty-three hundredths. The thermometer has averaged 72.

Shreveport, Louisiana.—The weather has been cloudy during the week with heavy rains, the rainfall reaching four inches and forty hundredths. The thermometer has ranged from 64 to 89.

Vicksburg, Mississippi.—It has rained on four days of the week. The crop is developing promisingly; crop accounts are more favorable.

Columbus, Mississippi.—We have had rain on two days of the week, and the remainder of the week has been cloudy. The rainfall reached one inch and forty-one hundredths. Average thermometer 78, highest 96 and lowest 57.

Little Rock, Arkansas.—We have had rain on five days and it has been clear on two days of the week. The rainfall reached two inches and twenty-seven hundredths. So much rain is preventing the proper working of crops, which otherwise are in good condition. The thermometer has averaged 69, the highest being 82 and the lowest 61.

Memphis, Tennessee.—We have had light showers on five days of the week, the rainfall reaching thirty-eight hundredths of an inch. Since the close of May we have had fine, growing weather, and crop prospects are now encouraging. The thermometer has averaged 74, ranging from 57 to 90.

Nashville, Tennessee.—It has rained on five days of the week, the rainfall reaching one inch. The thermometer has ranged from 55 to 87, averaging 74.

Mobile, Alabama.—We have had delightful showers on two days of the week, and the indications are that they extended over a wide surface. The rainfall reached thirty-nine hundredths of an inch. The crop is developing promisingly. Average thermometer 79; highest 91; lowest 70.

Montgomery, Alabama.—It has rained constantly on four days of the week, the rainfall reaching one inch and three hundredths. The crop is developing promisingly, and the fields are clear of weeds. The thermometer has averaged 75.

Selma, Alabama.—It has rained on one day of the week, and the remainder of the week has been pleasant. The rainfall reached fifty hundredths of an inch. The thermometer has averaged 74, ranging from 60 to 83.

Madison, Florida.—It has rained on four days of the week. We have secured a good stand of cotton, and the plant looks strong and healthy. Crop accounts are more favorable, and good progress is being made in clearing the fields of weeds. The thermometer has ranged from 75 to 90, averaging 82.

Macon, Georgia.—We have had rain on two days of the week, which was beneficial. The fields are clear of weeds and the cotton plant looks strong and healthy. Average thermometer 76; highest 87; lowest 62.

Columbus, Georgia.—It has rained on three days of the week, the rainfall reaching one inch and seventy-one hundredths. The thermometer has averaged 80, the highest being 92 and the lowest 70.

Savannah, Georgia.—It has rained on four days, and the balance of the week has been pleasant. The rainfall reached fifty hundredths of an inch. The thermometer has averaged 77, ranging from 65 to 88.

Augusta, Georgia.—The weather has been warm and sultry with general rain on two days, which was very beneficial to crops. The rainfall reached one inch and fifty-five hundredths. Cotton is fully two weeks behind; stands are poor, but the fields are clear of weeds. With good seasons from this time forward, more favorable developments are looked for. The thermometer has ranged from 64 to 91, averaging 77.

Atlanta, Georgia.—Telegram not received.

Charleston, South Carolina.—It has rained on two days of

the week, the rainfall reaching seventy hundredths of an inch. The thermometer has averaged 76, the highest being 85 and the lowest 64.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock June 7, 1883, and June 8, 1882.

	June 7, '83.		June 8, '82.	
	Feet.	Inch.	Feet.	Inch.
New Orleans.....	Below high-water mark			
Memphis.....	Above low-water mark.	25 11	32 2	6
Nashville.....	Above low-water mark.	11 5	13 7	
Shreveport.....	Above low-water mark.	14 9	19 5	
Vicksburg.....	Above low-water mark.	38 10	41 5	

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

INDIA COTTON MOVEMENT FROM ALL PORTS.—We have during the past year been endeavoring to rearrange our India service so as to make our reports more detailed and at the same time more accurate. Hitherto we have found it impossible to keep out of our figures, as cable to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan we have now adopted, as we have reason to believe, will relieve us from the danger of this inaccuracy and keep the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to June 7.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Brit'n.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1883	2,000	23,000	25,000	341,000	679,000	1,020,000	71,000	1,415,000
1882	18,000	26,000	44,000	618,000	163,000	781,000	53,000	1,433,000
1881	10,000	14,000	24,000	217,000	111,000	328,000	16,000	975,000
1880	10,000	18,000	28,000	293,000	101,000	394,000	43,000	944,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 8,000 bales, and an increase in shipments of 19,000 bales, and the shipments since January 1 show a decrease of 91,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Karachi and Coconada.

	Shipments for the week.			Shipments since January 1		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1883.....	1,000	.....	1,000	62,500	9,100	71,600
1882.....	1,600	1,200	2,800	99,100	31,500	127,600
Madras—						
1883.....	.....	.....	.....	4,500	1,000	5,500
1882.....	.....	.....	.....	16,800	2,000	18,800
All others—						
1883.....	.....	.....	.....	1,000	2,000	3,000
1882.....	.....	1,000	1,000	24,000	5,900	29,900
Total all—						
1883.....	1,000	.....	1,000	71,000	12,100	83,100
1882.....	1,600	2,200	3,800	139,900	39,400	179,300

The above totals for the week show that the movement from the ports other than Bombay is 2,800 bales less than same week last year. For the whole of India, therefore, the total shipments since January 1, 1883, and for the corresponding periods of the two previous years, are as follows:

EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1883		1882		1881	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	25,000	1,020,000	44,000	1,111,000	21,000	628,000
All other ports.....	1,000	83,100	3,800	176,300	.....	168,200
Total.....	26,000	1,103,100	47,800	1,287,300	24,000	796,200

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS. Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, June 7.		1882-83.	1881-82.	1880-81	
Receipts (cantars*)—					
This week.....		2,000	3,000	1,500	
Since Sept. 1.....		2,251,000	2,831,720	2,757,500	
		This week.	Since Sept. 1.	This week.	Since Sept. 1.
Exports (bales)—					
To Liverpool.....		1,000	230,000	1,250	234,000
To Continent.....		1,000	85,000	2,000	174,871
Total Europe.....		2,000	315,000	3,500	417,571
				1,250	373,632

* A cantar is 98 lbs.

This statement shows that the receipts for the week ending June 7 were 2,000 cantars and the shipments to all Europe were 2,000 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that the market is dull, with a declining tendency. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1883.					1882.				
	32s Cop. Twist.	8 1/4 lbs. Shirtings.	8 1/4 lbs. Shirtings.	8 1/4 lbs. Shirtings.	8 1/4 lbs. Shirtings.	32s Cop. Twist.	8 1/4 lbs. Shirtings.	8 1/4 lbs. Shirtings.	8 1/4 lbs. Shirtings.	8 1/4 lbs. Shirtings.
Apr. 6	87 1/2 @ 9 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	97 1/2 @ 10 1/2	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0
" 13	87 1/2 @ 9 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	97 1/2 @ 10 1/2	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0
" 20	87 1/2 @ 9 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	97 1/2 @ 10 1/2	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0
" 27	87 1/2 @ 9 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	97 1/2 @ 10 1/2	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0
May 4	87 1/2 @ 9 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	97 1/2 @ 10 1/2	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0
" 11	87 1/2 @ 9 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	97 1/2 @ 10 1/2	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0
" 18	87 1/2 @ 9 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	97 1/2 @ 10 1/2	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0
" 25	87 1/2 @ 9 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	97 1/2 @ 10 1/2	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0
June 1	87 1/2 @ 9 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	97 1/2 @ 10 1/2	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0
" 8	87 1/2 @ 9 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	5 9 @ 7 1 1/2	97 1/2 @ 10 1/2	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0	6 6 @ 8 0

EUROPEAN COTTON CONSUMPTION TO JUNE 1.—We have received by cable to-day Mr. Ellison's cotton figures brought down to June 1. The revised totals for last year have also been received, and we give them for comparison. The takings by spinners, in actual bales and pounds, have been as follows.

From Oct. 1 to June 1.	Great Britain.	Continent.	Total.
For 1882-3.			
Takings by spinners...bales	2,476,000	2,527,000	5,003,000
Average weight of bales....	440	426	433
Takings in pounds.....	1,089,440,000	1,076,502,000	2,165,942,000
For 1881-2.			
Takings by spinners...bales	2,431,420	2,102,300	4,533,720
Average weight of bales....	433	425	429
Takings in pounds.....	1,052,804,860	893,477,500	1,946,282,360

According to the above, the average weight of the deliveries in Great Britain is 440 pounds per bale to June 1, against 433 pounds per bale during the same time last season. The Continental deliveries average 426 pounds, against 425 pounds last year, and for the whole of Europe the deliveries average 433 pounds per bale, against 429 pounds during the same period last season. In the following table we give the stock held by the mills, their takings and their consumption, each month since October 1, all reduced to bales of 400 pounds each for this season and last season. It is a very convenient and useful summary.

Oct. 1 to June 1.	1882-3.			1881-2.		
	Bales of 400 lbs. each.	Great Britain.	Continent.	Total.	Great Britain.	Continent.
Bales of 400 lbs. each.	.....	.....	.....	.....	.....	.....
000s omitted.	.....	.....	.....	.....	.....	.....
Spinners' stock Oct. 1.	82	139	221	25	210	265
Takings in October....	233	119	382	336	133	469
Total supply.....	315	258	603	361	373	734
Consump. Oct., 4 wks.	283	252	540	280	232	512
Spinners' stock Nov. 1.	27	36	63	81	141	222
Takings in November....	387	320	707	438	362	800
Total supply.....	414	356	770	519	503	1,022
Consump. Nov., 5 wks.	360	315	675	350	290	640
Spinners' stock Dec. 1.	54	41	95	169	213	382
Takings in December....	301	397	698	263	253	516
Total supply.....	355	478	793	432	466	898
Consump. Dec., 4 wks.	283	252	540	280	232	512
Spinners' stock Jan. 1.	67	186	253	152	234	386
Takings in January....	389	342	731	261	253	514
Total supply.....	456	528	984	413	487	900
Consump. Jan., 4 wks.	283	252	540	280	232	512
Spinners' stock Feb. 1.	168	276	444	133	255	388
Takings in February....	444	398	842	361	302	663
Total supply.....	612	674	1,286	494	557	1,051
Consump. Feb., 5 wks.	360	315	675	350	290	640
Spinners' stock Mar. 1.	252	359	611	144	267	411
Takings in March.....	283	265	551	340	277	617
Total supply.....	538	624	1,162	484	544	1,028
Consump. Mar., 4 wks.	288	252	540	280	232	512
Spinners' stock Apr. 1.	250	372	622	204	312	516
Takings in April.....	336	351	687	261	270	531
Total supply.....	586	723	1,309	465	582	1,047
Consump. April, 4 wks.	288	252	540	280	232	512
Spinners' stock May 1.	298	471	769	185	320	505
Takings in May.....	348	469	817	372	384	756
Total supply.....	646	940	1,586	557	704	1,261
Consump. May, 5 wks.	360	315	675	350	295	645
Spinners' stock June 1.	286	625	911	207	409	616

A more striking comparison with last year is reached by bringing together the above totals and adding the average weekly consumption up to the present time for the two seasons.

Oct. 1 to June 1. Bales of 400 lbs. each. 000s omitted.	1882-3.			1881-2.		
	Great Britain	Continent	Total	Great Britain	Continent	Total
Spinners' stock Oct. 1.	82,	139,	221,	25,	240,	265,
Takings to June 1.	2,724,	2,691,	5,415,	2,632,	2,234,	4,866,
Supply.	2,803,	2,830,	5,636,	2,657,	2,474,	5,131,
Consumption 35 weeks.	2,520,	2,205,	4,725,	2,450,	2,065,	4,515,
Spinners' stock June 1.	286,	625,	911,	207,	409,	616,
Weekly Consumption. 00s omitted.						
In October.	72.0	63.0	135.0	70.0	58.0	128.0
In November.	72.0	63.0	135.0	70.0	58.0	128.0
In December.	72.0	63.0	135.0	70.0	58.0	128.0
In January.	72.0	63.0	135.0	70.0	58.0	128.0
In February.	72.0	63.0	135.0	70.0	58.0	128.0
In March.	72.0	63.0	135.0	70.0	58.0	128.0
In April.	72.0	63.0	135.0	70.0	59.0	129.0
In May.	72.0	63.0	135.0	70.0	59.0	129.0

The foregoing shows that the weekly consumption in Europe is 135,000 bales of 400 pounds each, against 129,000 bales of the same weight at the corresponding time last year.

Mr. Elison again revises the Continental consumption by adding 1,000 bales of 400 pounds each per week for the whole season.

NEW YORK COTTON EXCHANGE—ANNUAL ELECTION.—The annual election for officers of the New York Cotton Exchange was held on Monday, June 4. There were several tickets in the field, and in consequence there was considerable scratching. The officers elected were as follows: President, M. B. Fielding; Vice-President, Siegfried Gruner; Treasurer, Walter T. Miller. Board of Managers—Mayer Lehman, James F. Wenman, Geo. E. Moore, K. M. Murchison, James Swann, J. H. Hollis, P. A. Fachiri, Thomas Scott, G. C. Hopkins, J. M. White, Jr., W. V. King, Wm. H. Woods, H. M. LeCount, E. R. Robertson and J. P. Billups. Trustees Gratuity Fund—Emanuel L. Hman, Nicholas Gwynn and B. S. Clark. Inspectors of Election—J. A. Bylan, A. G. Mann, Jr., W. W. Hill, Jr.

The Board of Managers met Thursday afternoon, June 7, Mr. M. B. Fielding presiding, and re-elected Mr. George E. Moore Secretary and Mr. Powers Superintendent. Messrs. Thomas Scott, James Swann, P. A. Fachiri, James F. Wenman and Mayer Lehman were appointed a committee to arrange standing committees, after which the Board adjourned until Monday.

OVERLAND MOVEMENT TO JUNE 1.—In our editorial columns will be found our overland movement, receipts, exports and spinners' takings to June 1.

JUTE BUTTS, BAGGING, &c.—Bagging is firmly held by dealers, and in disposition is shown to forego goods on the market, as with the present demand it would be hard to place any quantity except at a figure that would not be accepted. The demand for small parcels has been good, however, and in the aggregate considerable stock is being worked off. At the close the asking figures are 9½¢ for 1½ lbs., 9¼¢ for 1¼ lbs., 10½¢ for 2 lbs. and 11¼¢ for standard grades. Butts have been in steady jobbing demand, and sales are reported of 1,000 bales of various grades at full rates, with holders quoting 1½¢@c. for paper grades and 2@2½¢ for bagging quality. The stock on hand here and in Boston is 75,000 bales, which with the quantity on the way are reported to May 31st makes up a total visible supply of 261,186 bales.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—A comparison of the port movement by weeks is not accurate as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1882, has been as follows.

Monthly Receipts.	Year Beginning September 1.				
	1882	1881.	1880.	1879.	1878.
Sep't/mbr	326,656	429,777	458,478	333,643	288,841
October.	930,384	853,195	968,311	888,492	689,261
November	1,094,617	974,013	1,006,501	942,272	779,237
December	1,112,536	996,807	1,020,802	956,464	893,664
January	752,827	487,727	571,701	617,141	618,727
February.	595,598	291,992	572,728	447,911	566,824
March	482,772	257,099	476,58	261,913	303,955
April	284,519	147,595	284,216	153,025	167,459
May	185,523	113,573	190,051	110,005	84,299
Total year	5,815,712	4,551,808	5,549,41	4,748,873	4,392,277
Percentage of tot. port receipts May 31.		96.43	94.47	94.91	93.73

This statement shows that up to May 31 the receipts at the ports this year were 1,263,914 bales more than in 1881-82 and 266,302 bales more than at the same time in 1880-81. By adding to the above totals to May 31 the daily receipts since that time we shall be able to reach an exact comparison of the movement for the different years.

	1882-83	1881-82	1880-81.	1879-80.	1878-79.	1877-78.
Tot. My 31	5,815,712	4,551,808	5,549,410	4,748,873	4,392,277	4,196,104
June 1	8,474	2,361	5,376	2,694	8.	2,269
" 2	*1,498	2,720	3,905	3,731	2,002	8.
" 3	8.	2,401	6,351	3,249	2,044	2,359
" 4	4,127	8.	5,842	4,563	1,886	2,396
" 5	4,920	2,656	8.	2,316	1,041	1,243
" 6	4,100	3,327	4,760	8.	1,557	1,704
" 7	3,589	2,215	6,129	5,049	833	2,409
" 8	3,163	2,002	3,303	2,631	8.	1,401
Total	5,847,583	4,569,520	5,585,109	4,773,172	4,401,613	4,209,885
Percentage of total port receipts June 8.		96.80	95.03	95.43	98.97	96.87

* 2,059 bales deducted as correction of previous receipts.

This statement shows that the receipts since Sept. 1 up to to-night are now 1,273,063 bales more than they were to the same day of the month in 1882 and 262,474 bales more than they were to the same day of the month in 1881. We add to the table the percentages of total port receipts which had been received to June 8 in each of the years named.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 54,854 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Thursday night of this week:

	Total bales.
NEW YORK—To Liverpool, per steamers Abyssinia, 1,700	
City of Berlin, 1,685	
Nevada, 1,852	
Pavonia, 3,305	9,677
T. Hull, per steamer Marengo, 500	500
To Havre, per steamer Labrador, 75	75
To Bremen, per steamers M. d. n. 300	300
Oder, 847	1,147
To Hamburg, per steamer Suevia, 100	100
To Amsterdam, per steamer Zaanland, 100	100
To Antwerp, per steamer Pennland, 2	2
NEW ORLEANS—To Liverpool, per steamers Milanese, 4,500	
Steamer, 2,921	10,821
per bark Peter Young, 3,400	
To Genoa, per bark Elio, 1,477	1,677
TEXAS—To Liverpool, per steamer Chilian, 4,530	4,530
To Bremen, per barks Forniot, 1,666	3,963
Gutenberg, 2,300	4,311
NORFOLK—To Liverpool, per bark Isabel, 4,911	1,650
To Reval, per bark Michael, 1,650	
BALTIMORE—To Liverpool, per steamers Hibernian, 1,617	3,927
Scot, 710	2,168
To Bremen, per steamer Strassburg, 2,168	
BOSTON—To Liverpool, per steamers Batavia, 1,297	
Iberian, 392	6,503
Missouri, 3,029	
Norseman, 453	
Tarifa, 1,332	
PHILADELPHIA—To Liverpool, per steamers Indiana, 1,600	3,400
Ohio, 1,500	
Total	54,854

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Hull.	Havre.	Bremen.	Amsterdam.	Antwerp.	Reval.	Genoa.	Total.
New York.	9,677	500	75	1,217	102				11,601
N. Orleans.	10,821			3,965					12,493
Texas.	4,530								8,496
Norfolk.	4,911						1,650		6,561
Baltimore.	8,337			2,468					5,795
Boston.	6,503								6,503
Philadelphia.	3,400								3,400
Total	43,149	500	75	7,681	102	1,650	1,677		54,854

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest mail dates:

GALVESTON—For Liverpool—June 2—Bark Herbert, 1,470.	
NEW ORLEANS—For Liverpool—June 1—Bark Lea, 974	June 2—
Steamer Counsellor, 3,910.	
For Havre—June 2—Steamers Clayperon, 1,333; Paris, 2,604	
June 1—Ship Scotia, 1,053.	
For Bremen—June 1—Ship Friedrich, 473.	
For Antwerp—June 2—Steamer Paris, 100.	
For Reval—June 6—Bark Flora, 1,707.	
MOBILE—For Liverpool—June 6—Bark Carl Max, 1,090.	
SAVANNAH—For Liverpool—June 2—Ship Success, 4,520.	
BOSTON—For Liverpool—June 1—Steamer Samaria, 1,131	June 5—
Steamer Palestine,	
BALTIMORE—For Liverpool—June 6—Steamer Orammore, 2,516.	
For Havre—June 1—Steamer Alexander Bixio, 105.	
PHILADELPHIA—For Liverpool—June 1—Steamer Lord Gough, 2,800.	

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

SOUTH SHORE, schooner, Whittemore, from Galveston with 1,250 bales cotton for Saco, Maine, grounded on Little Bahama Bank May 21, but got off without assistance and put into Nassau, 24th, as before stated, leaking badly. 500 bales ordered cargo to be discharged, which was being done, 8th.

Cotton freights the same have been as follows:

	Satur.	Sund.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	9 ⁰⁴ @7 ³²	9 ⁰⁴ @7 ³²	9 ⁰⁴ @7 ³²	9 ⁰⁴ @7 ³²	9 ⁰⁴ @7 ³²	9 ⁰⁴ @7 ³²
Do sail...	9 ⁰⁴ @13 ⁰⁴	9 ⁰⁴ @13 ⁰⁴	9 ⁰⁴ @13 ⁰⁴	9 ⁰⁴ @13 ⁰⁴	9 ⁰⁴ @13 ⁰⁴	9 ⁰⁴ @13 ⁰⁴
Havre, steam....	3 ⁰⁴	3 ⁰⁴	3 ⁰⁴	3 ⁰⁴	3 ⁰⁴	3 ⁰⁴
Do sail....						
Bremen, steam....	15 ³² *	15 ³² *	15 ³² *	15 ³² *	15 ³² *	15 ³² *
Do sail....						
Amsterdam, steam d.	3 ¹⁶ @1 ⁰⁴	3 ¹⁶ @1 ⁰⁴	3 ¹⁶ @1 ⁰⁴	3 ¹⁶ @1 ⁰⁴	3 ¹⁶ @1 ⁰⁴	3 ¹⁶ @1 ⁰⁴
Do sail....						
Amst'd'm, steam....	1 ⁰⁴	1 ⁰⁴	1 ⁰⁴	1 ⁰⁴	1 ⁰⁴	1 ⁰⁴
Do sail....						
Baltic, steam....	9 ³² @5 ¹⁶	9 ³² @5 ¹⁶	9 ³² @5 ¹⁶	9 ³² @5 ¹⁶	9 ³² @5 ¹⁶	9 ³² @5 ¹⁶
Do sail....						
Barcelona, steam....	11 ¹⁴ *	11 ¹⁴ *	11 ¹⁴ *	11 ¹⁴ *	11 ¹⁴ *	11 ¹⁴ *
Genoa, steam....	5 ⁰⁴ *	5 ⁰⁴ *	5 ⁰⁴ *	5 ⁰⁴ *	5 ⁰⁴ *	5 ⁰⁴ *

* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	May 18.	May 25	June 1.	June 8.
Sales of the week.....bales.	44,000	40,000	45 00	38,000
Of which exporters took.....	99	2,300	1,630	1,420
Of which speculators took.....	2,200	2,100	1,820	530
Sales American.....	33,000	30,500	33,000	28,500
Actual export.....	5,800	6,900	5,400	4,000
Forwarded.....	14,000	17,500	20,500	17,500
Total stock—Estimated.....	960,000	961,000	978,000	984,000
Of which American—Estim'd.....	722,000	723,000	730,000	740,000
Total import of the week.....	105,000	61,000	84,000	67,000
Of which American.....	90,000	47,000	57,000	54,000
Amount afloat.....	289,000	295,000	274,000	260,000
Of which American.....	135,000	138,000	110,000	99,000

The tone of the Liverpool market for spots and futures each day of the week ending June 8, and the daily closing prices of spot cotton, have been as follows.

Spot.	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Market, 12:30 P.M.	Dull.	Dull.	Easier.	Mod. Inq. freely supplied.	Quiet.	Dull and easier.
Mid Upl'd.	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
Mid. Or's.	5 7/8	5 7/8	5 7/8	5 7/8	5 7/8	5 7/8
Sales.....	6,000	8,000	6,000	8,000	8,000	6,000
Spec. & exp.	500	1,000	500	1,000	1,000	500
Futures, Market, 12:30 P.M.	Steady.	Steady.	Dull.	Dull.	Quiet.	Flat.
Market, 4 P. M.	Easier.	Quiet.	Barely steady	Quiet.	Steady.	Dull.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d. and 6 03 means 6 3-64d.

	Sat., June 2.				Mon., June 4.				Tues., June 5.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
June.....	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
June-July.....	5 51	5 51	5 50	5 50	5 50	5 50	5 50	5 50	5 49	5 49	5 49	5 49
July-Aug.....	5 55	5 55	5 54	5 54	5 55	5 55	5 54	5 54	5 53	5 53	5 53	5 53
Aug-Sept.....	5 59	5 59	5 58	5 58	5 58	5 58	5 58	5 58	5 57	5 57	5 56	5 56
Sept-Oct.....	5 53	5 53	5 53	5 53	5 53	5 54	5 53	5 53	5 52	5 52	5 52	5 52
Oct-Nov.....	5 46	5 46	5 46	5 46	5 46	5 46	5 46	5 46	5 45	5 45	5 45	5 45
Nov-Dec.....	5 44	5 44	5 44	5 44	5 44	5 44	5 44	5 44	5 43	5 43	5 43	5 43
Dec-Jan.....	5 44	5 44	5 44	5 44	5 44	5 44	5 44	5 44	5 43	5 43	5 43	5 43

	Wednes., June 6.				Thurs., June 7.				Fri., June 8.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
June.....	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
June-July.....	5 48	5 48	5 47	5 47	5 48	5 48	5 48	5 48	5 44	5 44	5 44	5 44
July-Aug.....	5 52	5 52	5 51	5 51	5 52	5 51	5 50	5 51	5 50	5 50	5 49	5 49
Aug-Sept.....	5 56	5 56	5 55	5 55	5 55	5 55	5 54	5 55	5 54	5 54	5 53	5 53
Sept-Oct.....	5 51	5 51	5 50	5 50	5 50	5 50	5 50	5 50	5 49	5 49	5 49	5 49
Oct-Nov.....	5 45	5 45	5 45	5 45	5 44	5 44	5 44	5 44	5 43	5 43	5 43	5 43
Nov-Dec.....	5 42	5 42	5 42	5 42	5 42	5 42	5 42	5 42	5 41	5 41	5 40	5 40
Dec-Jan.....	5 42	5 42	5 42	5 42	5 42	5 42	5 42	5 42	5 41	5 41	5 40	5 40

BREADSTUFFS.

FRIDAY, P. M., June 8, 1883.

Flour has latterly been quiet, and, owing to this fact and a declining wheat market, prices have been depressed. The higher grades of spring and winter patents are the best sustained, for the reason that they are in moderate supply. Winter ground flour, as usual at this time of the year, is pressed for sale. To-day the market was quiet but about steady for the commoner brands that are most available for export, though the higher grades were to a great extent nominal.

Wheat has been fairly active on speculation and for export. Prices have fallen about two cents per bushel, mainly owing to a decline at the West, where improved crop prospects are reported in Minnesota, Wisconsin, Kansas, Michigan, Iowa, Nebraska and Dakota. There has been considerable covering of shorts both here and in Chicago, at the lower prices. To-day the market here declined $\frac{1}{4}$ ¢. at the opening, but later recovered and advanced as much. No. 2 red sold at \$1 20 $\frac{1}{4}$ ¢ for June, \$1 22 $\frac{1}{4}$ ¢ for July, \$1 24 $\frac{1}{2}$ ¢ for August, \$1 26 $\frac{1}{2}$ ¢ for September and \$1 28 $\frac{1}{2}$ ¢ for October.

Indian corn has sold quite freely at times for export, but the speculation has not gone beyond a fair aggregate. Prices for options have declined from 1 to 2 cents per bushel, the greater decline being on the later deliveries. This decline is largely due to sympathy with the wheat market, though larger receipts and lower prices at Chicago, not to mention the encouraging weather at the West, have had no slight effect. To-day the market was irregular, opening weak but re-acting later and advancing $\frac{1}{4}$ ¢. No. 2 mixed was quoted at 65 $\frac{1}{2}$ ¢ for June, and sales were made at 65 $\frac{1}{4}$ ¢ for July and 66 $\frac{1}{2}$ ¢ for August.

Rye has been firmer and quiet. Barley is neglected. Oats have been fairly active, and though at one time depressed, have within a day or two re-acted and advanced slightly. There has been a disposition latterly to cover contracts, both here and in Chicago, and large transactions at the latter market gave prices more strength. No. 2 mixed sold here at 46 $\frac{1}{4}$ ¢ for July, 42 $\frac{1}{4}$ ¢ for August, and 39 $\frac{1}{4}$ ¢ for September.

The following are closing quotations:

No. 2 spring.....	\$2 50	Flour, Patents, winter.....	\$5 75	7 25
No. 2 winter.....	3 00	City shipping extras.....	5 40	6 10
Superfine.....	3 50	Southern bakers and		
Spring wheat extras.....	4 25	family brands.....	5 60	6 65
do bakers.....	5 00	South'n ship'g extras.....	4 50	5 15
Wis. & Minn. rye mix.....	5 00	Rye flour, superfine.....	3 35	3 85
Minn. clear and str'g.....	5 50	Corn meal—		
Wintership'g extras.....	4 00	Western, &c.....	3 00	3 45
Patents, spring.....	6 25	Brandywine, &c.....	3 45	3 60

	GRAIN.		
Wheat—		Corn—	
Spring, per bush.....	2 00	Yellow Southern.....	65 @ 70
Spring No. 2.....	2 00	White Western.....	60 @ 66
Red winter, No. 2.....	1 22 $\frac{1}{2}$	Rye—	
Red winter.....	1 05 @ 1 25	State & Canada.....	72 @ 74
White.....	95 @ 1 25	Oats—Mixed.....	45 $\frac{1}{2}$ @ 48
White No. 1.....	1 15 @ 1 16	White.....	48 @ 58
Corn—West. mixed.....	55 @ 68	No. 2 mixed.....	46 @
West. mix. No. 2.....	55 $\frac{1}{2}$ @ 67 $\frac{1}{2}$	No. 2 white.....	51 @
White Southern.....	57 @ 69	Barley nominal.	

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western Lake and River ports, arranged so as to present the comparative movement for the week ending June 2 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 190 lbs.	Bush. 60 lbs.	Bush. 56 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bush. 56 lbs.
Chicago.....	43,870	156,360	1,589,085	95,371	50,272	50,841
Milwaukee.....	57,154	224,417	115,410	60,200	47,160	16,285
Toledo.....	1,735	129,444	160,657	6,455	3,000	1,729
Detroit.....	4,663	47,024	17,301	8,314	8,325	260
Cleveland.....	1,682	42,352	22,800	24,800	3,569	
St. Louis.....	23,824	101,557	425,965	189,381	1,851	1,912
Peoria.....	860	5,050	87,500	108,472	10,200	7,550
Duluth.....	43,753					
Tot. wk. '83.....	133,844	746,897	2,441,768	1,361,496	189,608	106,571
Same wk. '82.....	157,128	641,116	2,346,232	738,779	74,707	42,008
Same wk. '81.....	170,233	1,85,804	3,909,632	2,180,662	82,133	44,633
Since Aug. 1—						
1882.....	3,143,439	60,113,755	70,677,702	44,536,236	15,117,456	4,992,135
1881.....	6,785,912	38,307,879	97,094,068	32,000,725	11,846,926	3,650,687
1880.....	7,453,420	71,345,571	101,732,485	38,794,954	11,552,225	3,210,831

The comparative shipments of flour and grain from the same ports from Dec. 25, 1882, to June 2, 1883, inclusive, for four years, show as follows:

	1882-83.	1881-82.	1880-81.	1879-80.
Flour.....bbls.	3,940,954	3,102,222	3,653,157	2,278,398
Wheat.....bush.	12,290,318	9,183,195	19,481,431	19,179,559
Corn.....	42,775,518	31,965,651	33,119,471	45,617,310
Oats.....	18,336,381	12,556,305	12,723,986	9,662,793
Barley.....	4,437,830	1,997,485	1,932,661	1,523,153
Rye.....	1,359,515	1,194,129	983,235	850,423
Total grain.....	79,199,762	56,896,765	68,245,784	76,833,243

Below are the rail shipments from Western lake and river ports for four years:

	1883. Week June 2.	1882. Week June 3.	1881. Week June 4.	1880. Week June 5.
Flour.....bbls.	68,433	47,314	85,925	88,199
Wheat.....bush.	133,752	163,011	146,183	153,925
Corn.....	383,443	359,879	711,489	668,043
Oats.....	897,684	520,922	634,433	804,197
Barley.....	27,513	17,383	23,545	22,400
Rye.....	41,167	32,538	19,007	35,610
Total.....	1,483,559	1,093,693	1,533,657	1,634,205

The rail and lake shipments from same ports for last four weeks were:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
June 2.....	144,028	825,247	2,205,675	1,055,734	27,513	41,167
May 26.....	145,637	862,939	2,331,280	888,554	37,571	44,882
May 19.....	148,835	519,817	2,560,813	939,190	55,124	123,733
May 12.....	140,866	450,974	1,899,930	866,181	112,543	82,188
Tot. 4 wks.....	618,966	2,655,977	8,997,598	3,759,659	232,757	291,970
4 wks.....	52,605	2,173,922	5,173,736	2,222,391	149,281	336,693

The receipts of flour and grain at the seaboard ports for the week ended June 2 follow:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	90,521	790,970	563,911	409,700	59,268	59,268
Boston	61,853	13,000	201,714	106,436	5,800	.....
Portland	653	.....	4,800	2,300	.....	.....
Montreal	27,432	344,014	155,419	26,601	11,157	1,202
Philadelphia	22,314	46,600	227,320	54,400	600	.....
Baltimore	13,466	225,700	338,912	31,106	.....	2,500
New Orleans	11,106	.....	220,266	28,130	.....	.....

Total week ... 227,409 1,420,244 1,712,393 658,753 17,557 82,970
 Cor. week '82. 210,871 989,962 938,131 996,833 3,000 134,750

The exports from the several seaboard ports for week ending June 2, 1883, are shown in the annexed statement:

Exports from—	Flour	Wheat	Corn	Oats	Rye	Peas
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	39,461	373,842	392,185	957	150,590	678
Boston	33,111	43,759	172,753	.....	.....	.....
Portland	.....	.....	.....	.....	.....	.....
Montreal	4,161	254,155	186,713	.....	31,842	75,254
Philadel.	6,893	.....	36,731	.....	.....	.....
Baltim're	1,770	130,292	253,076	160	.....	.....
N.Orin's	862	.....	143,188	.....	.....	.....
Total w.k.	86,261	802,048	1,161,616	1,117	188,232	75,932
Same time 1882.	80,031	484,574	233,143	26,819	14,430	154,771

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.		Wheat.		Corn.	
	1883. Week. June 2.	1882. Week. June 3.	1883. Week. June 2.	1882. Week. June 3.	1883. Week. June 2.	1882. Week. June 3.
	<i>Bbls.</i>	<i>Bbls.</i>	<i>Bush.</i>	<i>Bush.</i>	<i>Bush.</i>	<i>Bush.</i>
Uo. King.	57,753	45,299	515,613	354,833	867,535	189,967
Cont'n't	1,510	875	285,750	129,726	284,766	12,153
S. & C. Am.	2,126	7,347	.....	.....	2,495	6,920
W. Indies	1,222	16,122	493	.....	3,149	29,163
Brit. Col's	12,051	10,098	162	15	3,484	.....
Oth. cut's	599	.....	.....	.....	3,226	.....
Total...	86,264	80,031	802,048	484,574	1,161,616	238,443

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season.

Exports since Sept. 1, to—	Flour.		Wheat.		Corn.	
	1882-83. Sept. 1 to June 2.	1881-82. Sept. 1 to June 3.	1882-83. Sept. 1 to June 2.	1881-82. Sept. 1 to June 3.	1882-83. Sept. 1 to June 2.	1881-82. Sept. 1 to June 3.
	Bbls.	Bbls.	Bush.	Bush.	Bush.	Bush.
U'n. Kingdom	5,094,520	2,544,206	32,137,370	25,388,303	26,962,558	18,968,936
Continent & S. & C. Am. ...	390,151	176,029	24,514,926	10,888,248	5,122,052	4,254,131
West Indies	529,294	532,753	119,977	6,847	316,493	389,032
Brit. Col'nies	697,686	522,847	64,847	35,279	315,005	537,416
Other countr's	465,708	413,828	15,768	60	81,960	123,540
	34,539	27,492	227,400	242,934	122,533	70,736
Total...	7,127,895	4,177,127	57,089,394	30,561,571	32,954,610	24,379,811

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, June 2, 1883, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	3,788,073	447,116	683,050	1,429	126,035
Do. afloat (est.)	170,000	384,000	3,200	.....	.....
Albany	20,000	7,000	.....	.....	3,500
Buffalo	537,483	589,856	65,796	27,519	32,707
Chicago	5,839,867	3,229,328	483,877	37,160	776,266
Milwaukee	1,027,977	19,615	9,432	156,883	50,207
Duluth	919,103	.....	.....	.....	.....
Toledo	1,103,971	585,133	58,124	.....	13,928
Detroit	829,947	21,034	1,534	.....	.....
Oswego	83,000	8,000	1,000	.....	131,772
St. Louis	693,604	1,771,777	72,794	13,463	49,901
Cincinnati	65,627	41,474	25,563	13,540	97,539
Boston	5,861	229,998	153,548	2,616	636
Toronto	330,489	500	1,000	69,217	19
Montreal	335,915	61,006	30,561	32,513	65,883
Philadelphia	425,707	2,17,160	194,255	.....	.....
Peoria	6,410	106,104	29,036	2,275	108,274
Indianapolis	217,900	109,309	40,800	.....	14,300
Kansas City	139,101	151,451	12,786	.....	25,048
Baltimore	1,019,691	474,224	.....	.....	.....
Down Mississippi	5,166	103,335	32,496	.....	.....
On rail	171,281	630,677	1,161,640	40,037	56,123
On lake	811,612	3,323,453	190,279	.....	.....
On canal	1,119,000	1,165,000	172,000	32,000	116,000

Tot. June 2, '83. 20,234,815 13,793,548 3,983,575 520,347 1,741,274
 Tot. May 26, '83. 20,146,864 13,412,341 4,102,574 504,580 1,896,231
 Tot. June 3, '82. 9,547,679 9,945,011 2,032,103 92,474 986,718
 Tot. June 4, '81. 16,233,025 10,501,436 5,200,553 351,058 1,287,506
 Tot. June 5, '80. 19,530,257 16,407,750 2,914,803 435,558 301,486

THE DRY GOODS TRADE.

FRIDAY, P. M., June 8, 1883.

The situation in the dry goods trade has not undergone any material change the past week. Business continued very quiet in commission and jobbing circles, but not more so than is usually the case at this stage of the season, and a somewhat better feeling has prevailed in regard to the future, because of encouraging reports about the growing crops. Under the influence of warm weather, the retail trade has at length started up briskly, and jobbers have consequently experienced a slightly improved demand for small re-assortments through the

medium of mail and telegraphic orders, but there were comparatively few buyers in the market; hence the volume of business done by jobbers was only moderate. The condition of the woolen goods market continues unsatisfactory, and another large offering will be made at auction next week, on which occasion 10,000 pieces $\frac{3}{4}$ and 6-4 cassimeres, etc., will be sold without reserve to the highest bidders.

DOMESTIC COTTON GOODS.—The exports of domestics for the week were 1,940 packages, including 1,504 to Great Britain, 161 to Chili, 74 to Hayti, &c. As a whole the market has been very quiet, but some fair-sized "round lots" of plain and colored cottons were taken by interior jobbers, who are making shipments by cheap water routes, and converters were rather more liberal in their operations. Prices of the best brown and bleached goods remain fairly steady, but colored cottons are unsettled; and so unprofitable has been the manufacture of these fabrics that several mills have been compelled to pass their usual semi-annual dividends. Print cloths have been dull, and quotations have receded to 3 $\frac{3}{8}$ ¢ for 64x64s and 3 1-16¢ for 56x60s, with more sellers than buyers at these figures. Prints and ginghams were lightly dealt in by package buyers, and the jobbing trade was only moderate.

DOMESTIC WOOLEN GOODS.—There was a slight tendency towards improvement in the demand for men's-wear woolens in the early part of the week, which was subsequently checked by the announcement of the coming auction sale referred to above. There was a fair movement in fancy cassimeres and worsteds on account of back orders, and a moderate amount of new business was done in the former fabrics, although buyers exhibited great caution in their operations. Overcoatings continued dull, and sales of cloakings were comparatively light. Kentucky jeans were quiet as a rule, but very fair transactions were reported in exceptional cases. Satinets have shown very little animation, but stocks are in pretty good shape, and prices are fairly steady. Many mills making men's-wear woolens have already curtailed production because of the unsatisfactory state of the market (mainly caused by over-production), and many others are expected to shut down for a time before the close of the present month. Flannels and blankets have met with rather more attention, but actual business has thus far been moderate.

FOREIGN DRY GOODS.—The general demand for foreign goods has been light and unimportant. Dress fabrics specially adapted for summer wear were taken in small lots to a fair amount, but silks and velvets were mostly quiet in first hands. Linens continued slow of sale, but specialties in white goods, as dotted Swisses, &c., met with fair sales, and Spanish laces were fairly active in some quarters.

Importations of Dry Goods.

The importations of dry goods at this port for the week ending June 7, 1883, and since January 1, and the same facts for the corresponding periods of 1882, are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1883 AND 1882.									
		Week Ending June 7, 1883.		Since Jan. 1, 1882.		Week Ending June 7, 1882.		Since Jan. 1, 1882.	
		Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
MANUFACTURES OF—									
Woolen	144	61,277	6,994	2,913,651	284	107,029	9,570	3,964,968	4,782,477
Cotton	108	25,130	6,496	1,929,887	205	61,308	9,620	3,022,338	4,284,149
Silk	101	26,611	3,457	2,621,530	134	83,091	4,833	3,608,292	5,001,366
Flax	257	12,275	1,943	1,943,402	539	28,138	11,892	2,001,386	2,431,980
Miscellaneous	207	17,397	73,420	1,329,651	839	16,405	61,467	1,431,986	1,708,412
Total	1,056	209,923	101,879	10,731,054	1,581	265,050	117,478	10,080,846	13,308,685
For consumption	3,392	1,089,203	152,290	50,493,884	6,020	571,812	144,710	39,660,844	55,589,503
For consumption	3,392	1,089,203	152,290	50,493,884	6,020	571,812	144,710	39,660,844	55,589,503
Total at the port.	4,431	1,292,125	284,162	61,252,138	7,601	836,862	289,188	53,741,500	70,976,103
ENTERED FOR WAREHOUSE DURING SAME PERIOD.									
Woolen	224	89,186	7,987	3,240,914	143	52,503	12,444	4,967,849	6,638,122
Cotton	157	7,030	7,030	2,046,911	94	22,268	9,628	2,984,122	4,178,871
Silk	137	79,080	3,586	1,835,185	127	51,533	6,639	4,478,871	5,777,170
Flax	162	39,080	10,882	1,832,077	325	35,685	9,577	1,770,402	2,179,402
Miscellaneous	63	10,376	85,801	1,798,412	4,041	56,942	89,386	1,708,412	1,708,412
Total	743	200,431	87,546	10,878,107	4,729	318,919	127,994	13,908,685	18,908,685
For consumption	3,392	1,089,203	152,290	50,493,884	6,020	571,812	144,710	39,660,844	55,589,503
For consumption	3,392	1,089,203	152,290	50,493,884	6,020	571,812	144,710	39,660,844	55,589,503
Total at the port.	4,131	1,289,639	269,836	61,372,031	10,753	790,761	292,694	55,589,503	70,976,103

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